GREAT CARS UNDER $27,000 | OUR 10 TOP PICKS!

2024 AUTO ISSUE

435 MODELS RATED/ REVIEWED

CR Consumer Reports®

APRIL 2024

TOYOTA PRIUS PRIME P. 8

RELIABILITY WINNERS

BEST & WORST

CARS, TRUCKS & SUVs

TESLA MODEL Y P. 10

SECRETS TO A SAFER CAR

MAZDA CX-90 P. 42

EVs WITH THE LONGEST RANGE

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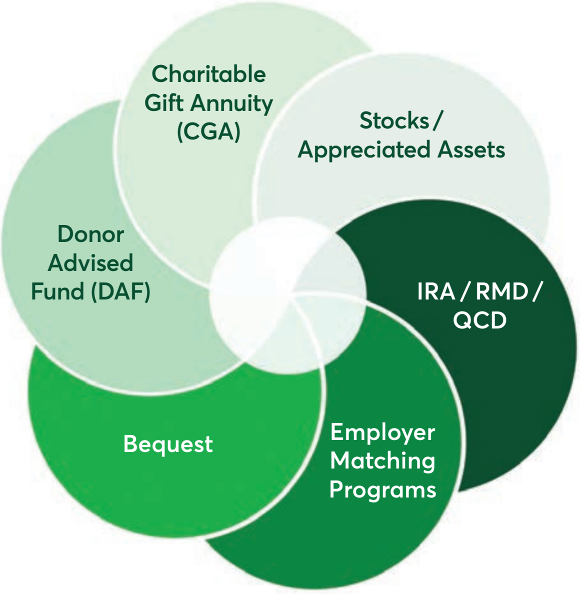
—Lowell Parker

Professor, scientist and life-long CR supporter



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Contents

APRIL 2024, VOL. 89 NO. 4

BMW X5

10 TOP PICKS

These exceptional vehicles meet our high standards for performance, reliability, safety, and more.

P. **6**

12

The Best & Worst Lists—2024 Edition

Check out our exclusive choices to find the right options for your lifestyle and budget.

Volkswagen ID. Buzz

16

What's New ... What's Next

Preview the most anticipated models coming soon from Volkswagen, Mini, Ram, and more.

18

The Hot Hybrid Everyone's Talking About

Plug-in hybrids can offer the fuel savings of EVs—without worries of having to recharge on the road.

26

Airbags Are a Lifesaver

They've protected thousands of drivers and passengers over the past 50 years. Here's what to know about this essential equipment.

30

The Best Buys Right Now

CR's experts found 10 great cars under $27,000. **Plus:** Ways to save big on any new vehicle.

PHOTOS, COVER, FROM TOP: TOYOTA; JOHN POWERS/CONSUMER REPORTS; EVOXSTOCK. PHOTOS, THIS PAGE: MANUFACTURERS (CARS)

CONTENTS

3

FROM THE PRESIDENT:

Why Recalls Aren't Enough

We're working to get automakers and government leaders to put your safety first.

4

How We Test

A behind-the-scenes look at our 327-acre Auto Test track, where we evaluate dozens of vehicles each year for handling, acceleration, braking, and more.

83

Recalls

97

Some New Car Lingo to Know

Here's our decoder for all the high-tech terminology you'll find in this issue.

435
MODELS
RATED / REVIEWED

Hyundai Ioniq 6

34

1 Brands That Make the Best Cars

See how 34 major automakers stack up in our 2024 annual brand report card.

36

2 New Car Ratings

Get our exclusive ratings for 250 vehicles–including about 50 new or redesigned models.

46

3 New Car Reviews

These detailed summaries share results from our track tests, our Annual Auto Survey, and more.

80

4 Used Cars We Love

These terrific, reliable pre-owned picks can help you stretch your auto budget.

84

5 Most & Least Reliable Cars

Top performance that's built to last: Use our data to find a ride you can count on.

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● ● ● ● ●
WORSE — BETTER

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From the President

Why Recalls Aren't Enough

DOORS THAT OPEN while you drive. Airbags that don't deploy properly. Engines that catch fire. These are just three reasons for car recalls in the past six months. While these voluntary recalls by automakers are a good thing, there's more they should be doing to protect drivers, passengers, and pedestrians.

Prioritizing safety from the start means improving the protective technology that already comes standard in every vehicle, like airbags, which we write about on page 32. But some of the latest safety features aren't available in all new autos—or consumers are required to pay extra to get them. This includes automatic crash notification (which dials 911 for you after a collision) and automatic emergency braking that can detect pedestrians both at night and when you're driving at higher speeds. The bottom line: Safety shouldn't be a luxury add-on.

Protecting your back-seat passengers matters too. Last year, the Insurance Institute for Highway Safety released the first frontal crash-test ratings in the U.S. focused on passengers sitting in rear seats, and it revealed the need for better protection there. CR provides rear-seat safety ratings from our own testing, and we're pushing manufacturers to implement new standard safety technology that protects those in the back seat.

There's also a need for automakers to provide real solutions for problems after a car has been recalled. Last December, our experts tested changes to Tesla's Autopilot driver assistance features, which had been updated by the company to address the potential for drivers to misuse this technology. CR's testing found that the update didn't go far enough in addressing important safety concerns.

This is why CR continues to push for automakers—and government leaders—to always put consumers first by improving your safety on our roads.

Marta Tellado

Marta L. Tellado,
President and CEO
Follow me on Twitter
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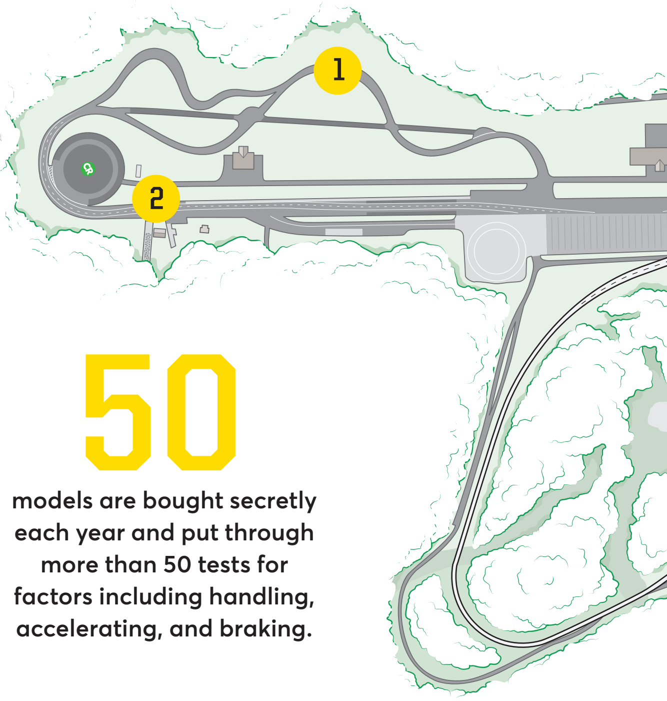
HOW WE TEST

YOU HAVE TO COVER A LOT OF GROUND in an automobile to really know how it performs. That's why our experts log thousands of miles on public roads and highways in every vehicle we test, and push each of them to their limits at our 327-acre Auto Test Center in Connecticut.

We purchase every tested vehicle anonymously to prevent an automaker from giving us a "special" version. We also have a tire-testing program for cars, SUVs, and pickup trucks to help you choose the best replacement tires.

The team at our Auto Test Center recently added a battery of new tests to more thoroughly assess electric vehicles. These include evaluations of their highway driving range, charging speed, and other EV-specific factors.



50

models are bought secretly each year and put through more than 50 tests for factors including handling, accelerating, and braking.

EV RANGE TESTING

The Environmental Protection Agency provides only a combined city/highway range rating for EVs. We think highway range is a key concern for consumers, so we base our range score on our own EV-specific highway range test. We drive at a constant 70 mph on a 100-mile loop on public roads (in dry summer weather) until the EV can no longer move under its own power to gauge how far it could go before it needs recharging on a long trip.

Going the Distance The EV range score is initially based on the EPA combined range rating. Once we evaluate a model's highway range, we update the score using our findings.

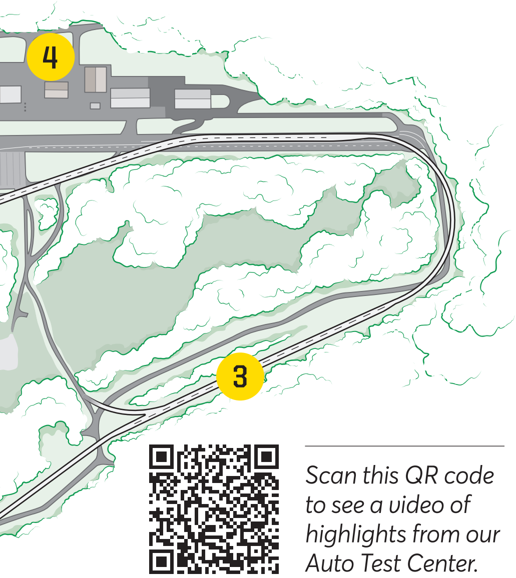
	SCORE AND RANGE BASED ON	
	EPA overall	CR highway
FORD F-150 LIGHTNING	▲ 320 miles	● 270 miles
MERCEDES-BENZ EQE 350	● 260 miles	▲ 332 miles

REAR-SEAT SAFETY

We evaluate how easily child seats fit into each vehicle, along with how well rear occupant alert and rear belt minder systems perform (if equipped in the vehicle). Rear occupant alerts can help prevent children and pets from being unintentionally left behind in a hot vehicle, while rear belt minders prompt rear passengers to buckle up and alert the driver if they unbuckle during the trip.

Learn more about how CR tests cars at **CR.org/autotest**.

ILLUSTRATION BY BROWN BIRD DESIGN



Scan this QR code to see a video of highlights from our Auto Test Center.

OUR 327-ACRE TEST TRACK

Evaluations are done at our Auto Test Center in Colchester, Conn.

1. Our 3,500-foot-long snaking road course lets us assess how well each vehicle negotiates corners.

2. We conduct panic-brake tests from 60 mph to 0—not only on dry pavement but also on a wet surface.

3. This 1.5-mile loop allows us to test how advanced driver assistance systems deal with curves, split lanes, exit ramps, etc.

4. We have 21 EV charging stations on site, with 10 more coming soon.

DIRECT DRIVER MONITORING

Active driving assistance systems that are capable of automating acceleration, braking, and steering (which is the combination of adaptive cruise control and lane centering assistance) can reduce driving stress. But they should be paired with camera-based monitoring to ensure the driver is paying attention to the road.

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AUTO
CR
ISSUE

10 TOP

TOYOTA
HIGHLANDER HYBRID

NEW-CAR SHOPPERS in 2024 have more than 260 models to choose from. To help you find the right one for you, Consumer Reports selects 10 Top Picks each year, based on road-test performance, predicted reliability, owner satisfaction, and safety. (All Top Picks come standard with automatic emergency braking that works both at low speeds with pedestrian detection and at highway speeds.)

This year's pantheon of automotive excellence includes four hybrids, three plug-in hybrid electric vehicles (PHEVs), and one electric vehicle, confirming that models with fully or partially electrified powertrains can best their gas-only rivals.

Subaru and Toyota made strong showings again this year, with two and four models, respectively. These two brands consistently offer smartly engineered models with simple controls, comfortable

PICKS

THE CARS, SUVs, AND TRUCKS THAT SHINE BRIGHTEST IN OUR TESTS

SUBARU CROSSTREK

cabins, and the infotainment and advanced safety features that matter most.

History and extensive survey analysis show that the reliability of most models improves over the time they are in production, with the last year of each generation typically being the most trouble-free, which adds to the appeal of the 2024 Subaru Forester and Toyota Camry. (Both will be redesigned for 2025.)

These Subaru and Toyota models, and the Ford Maverick Hybrid, are the only vehicles that were also Top Picks last year. The Tesla Model Y makes its debut on the list (the Model 3 was on it last year), aided by improved reliability. Making its second showing, the BMW X5 takes the top spot for luxury vehicles.

Read on to see which cars, SUVs, and trucks earn our highest honor for 2024.

BY JEFF S. BARTLETT

SUBCOMPACT SUV

✓ SUBARU

CROSSTREK

$25,195-$32,195

GAS

87 OVERALL SCORE

⏫ RELIABILITY

29 MPG

Redesigned for 2024, the Crosstrek made evolutionary advancements with engine and transmission refinements, a more modern infotainment system, an optional power seat, and an improved EyeSight suite of active safety features that all heighten its appeal. At 29 mpg overall, the Crosstrek boasts the best fuel economy for a nonhybrid SUV with all-wheel drive, but, admittedly, the base 2.0-liter engine is a bit weak. The uplevel 2.5-liter engine is quicker, quieter, and more satisfying. Adding to the experience is the Crosstrek's excellent ride quality and good everyday handling. It is easy to enter, and the cabin is roomy, with supportive seats and good outward visibility. This versatile vehicle is as well-suited to urban errands as it is to weekend adventures.

HYBRID/PHEV CAR

✓ 🍃TOYOTA

PRIUS/ PRIUS PRIME

$27,950-$39,370

HYBRID

80 OVERALL SCORE

⏫ RELIABILITY

51 MPG

PHEV

76 OVERALL SCORE

🔼 RELIABILITY

43 MPG **39** EV RANGE

The latest Prius was treated to a glow-up, bringing much sportier styling and 75 more hp than its predecessor had. The result is a sensible car that is as efficient as it was before, while going from 0 to 60 mph a significant 2.6 seconds more quickly, even with the addition of all-wheel drive. Plus, it is cooler-looking and more engaging to drive after the makeover, though some comfort elements, such as space and ride, aren't equal to the previous incarnation's, and it's much more difficult to see out of. The Prius Prime plug-in hybrid provides 39 electric-only miles, ideal for most daily chores. Once the battery is depleted, the Prime returns 43 mpg overall. Having two powertrain choices with this unique, and striking, car doubles its appeal.

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

COMPACT SUV

✓ SUBARU
FORESTER

$27,095-$37,395

GAS

88 OVERALL SCORE

⏫ **RELIABILITY**

28 MPG

In its last year before a redesign, the Forester still stands tall, making its 11th appearance as a Top Pick. The winning formula includes a boxy design that maximizes interior space and grants unrivaled visibility. Access is a cinch, thanks to large doors and an elevated ride height. The seats are comfortable, room is generous, and the squared-off cargo space is copious. The Forester is among the best-riding models in its class, and its handling is responsive and secure. This is a well-rounded small SUV that really delivers, making it easy to recommend year after year.

SMALL CAR

✓ MAZDA3

$24,170-$36,650

GAS

78 OVERALL SCORE

🔼 **RELIABILITY**

30 MPG

Mazda proves that small, low-priced cars don't need to be boring. In fact, the Mazda3 sedan and hatchback are highly entertaining to drive, with nimble handling and smooth powertrains. The base engine is the cost-effective choice, yet it packs 191 hp—more than most rivals—and there's a feisty 227-hp turbo-four for drivers seeking more verve. The overall feel, especially on higher trims, is more premium than the price suggests, making the Mazda3 seem a half-class above its mainstream competitors. It offers all-wheel drive with either engine, and BSW and RCTW are standard for 2024. We just wish the controls were less distracting.

PHOTOS, PREVIOUS SPREAD AND THIS SPREAD: MANUFACTURERS

MIDSIZED CAR

✓ 🍃TOYOTA
CAMRY HYBRID

$28,855-$34,295

HYBRID

93 OVERALL SCORE

⏫ **RELIABILITY**

47 MPG

The Camry Hybrid delivers amazing fuel economy in a comfortable package, yet it's priced like some smaller cars that are also less efficient. It stands out for its unique and satisfying combination of virtues, as reflected in its sky-high 94-point road-test score. But it is the stellar reliability and efficiency that are the main draws. The Camry Hybrid returned 47 mpg overall in our fuel economy tests, with 53 mpg on our highway test, making it highly cost-effective for commuting, and—with a 610-mile range per tank—road-tripping. This fuel-saving feat is performed with a 208-hp hybrid powertrain that is smoother, quieter, more responsive, and a hint quicker than the base four-cylinder.

SMALL PICKUP

✓ FORD

MAVERICK/ MAVERICK HYBRID

$23,815-$34,855

GAS

78 OVERALL SCORE | ▲ RELIABILITY | **23** MPG

HYBRID

77 OVERALL SCORE | ● RELIABILITY | **37** MPG

The Maverick's civilized ride, maneuverability, simple step-in access, fuel economy, and low price distinguish it among trucks. The crew-cab interior is roomy and practical, with good leg- and headroom in front and back for such a small vehicle. The controls are easy to use, and convenient spots for storage are placed throughout. The 191-hp hybrid stands out for its terrific fuel efficiency and added refinement. The Maverick is a high-value offering that puts the "fun" in functional.

PLUG-IN HYBRID SUV

✓ TOYOTA

RAV4 PRIME

$43,690-$47,560

PHEV

89 OVERALL SCORE | ▲▲ RELIABILITY | **34** MPG **42** EV RANGE

ELECTRIC VEHICLE

✓ TESLA

MODEL Y

$43,990-$52,490

EV

72 OVERALL SCORE | ● RELIABILITY | **330** RANGE

The Model Y tops the electric car platform shared with the Model 3; its SUV-like body provides more passenger and cargo space than the sedan does. It makes going electric easy, thanks to its appealing midsized packaging, long driving range, and robust Supercharger compatibility, allowing rapid recharging across a vast charging network. The Model Y is stunningly quick in Long Range and Performance trims, going from 0 to 60 mph in under 5 seconds. Plus, it handles like a sports car, with responsive steering and minimal body roll in turns. Features are added and enhanced through over-the-air upgrades, so this already good car can get even better over time.

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

The immensely popular RAV4 is available with a regular four-cylinder engine and an efficient hybrid powertrain, but the RAV4 Prime plug-in hybrid takes efficiency to even greater heights. It boasts 302 hp, enabling the small SUV to scoot from 0 to 60 mph in a scant 6.3 seconds—2 seconds quicker than the gas-only version. An unusually long 42-mile electric-only range means owners can minimize their use of the gasoline engine. When the battery is depleted, the RAV4 Prime still delivers 34 mpg overall—slightly less than the 37 mpg of the hybrid version. Frisky and frugal, the Prime also rides better and is quieter than the other versions, making it a more premium experience all around.

MIDSIZED SUV

✓ TOYOTA

HIGHLANDER HYBRID

$40,720-$53,125

HYBRID

85 OVERALL SCORE

RELIABILITY

35 MPG

The Highlander is a comfortable midsized SUV, with a compliant ride, accommodating seats, thoughtful cabin conveniences, abundant active safety features, and commendable predicted reliability. But it really excels at fuel efficiency, with its 243-hp hybrid powertrain. No other three-row SUV achieves 30 mpg overall in our tests, yet the Highlander Hybrid knocks it out of the park with 35 mpg—and all-wheel drive. On the highway, it gets 41 mpg. With a full tank it has 590 miles of range. The hybrid adds about $1,500 to the gas-only version, with a quick payoff in fuel savings.

LUXURY SUV

✓ BMW

X5/X5 PHEV

$65,200-$89,300

GAS

92 OVERALL SCORE

RELIABILITY

23 MPG

PHEV

88 OVERALL SCORE

RELIABILITY

21 MPG **39** EV RANGE

Traveling in the X5 is a luxury experience: Its whisper-quiet cabin is lavished with leather and wood, finished with cushioned surfaces, and fitted with coddling front seats. The balanced suspension provides a supple ride and composed handling that holds its own on curvy roads. The turbo-six delivers quick acceleration, but the plug-in hybrid version is the real ace. It also uses a turbo inline-six, but it's teamed with an integrated electric motor and a large-enough battery for robust electric propulsion. Exquisite in almost every detail, the X5 sets a high standard.

PHOTOS: MANUFACTURERS; JOHN POWERS/CONSUMER REPORTS (TESLA)

AUTO
CR
ISSUE

2024 EDITION

THE BEST & WORST LISTS

BEST NEW CARS UNDER $35,000

MITSUBISHI OUTLANDER

Many well-equipped new cars and SUVs priced at less than $35,000 get high marks in both our tests and member surveys. Here are some of the smartest choices, in order of Overall Score within each vehicle category. These are all CR Recommended and have important safety features, such as automatic emergency braking with pedestrian detection.

SPORTS CARS

- ✓ **Subaru BRZ**
- ✓ **Subaru WRX**
- ✓ **Toyota GR86**
- ✓ **Mazda MX-5 Miata**
- ✓ **Honda Civic Si**

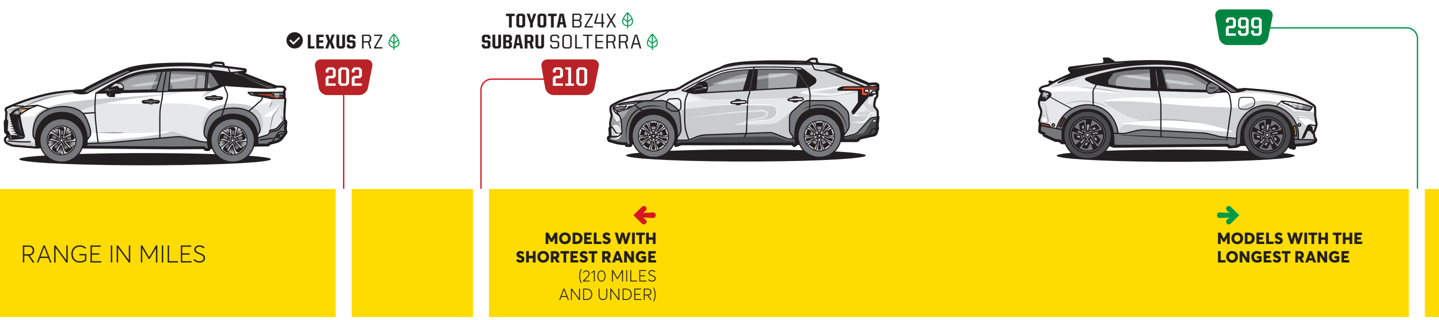
COMPACT HYBRIDS

- ✓ **Toyota Prius** 🍃
- ✓ **Kia Niro** 🍃

MAZDA MX-5 MIATA

LONGEST (& SHORTEST) EV RANGE

Electric vehicle range (how far an EV can go on a single charge) is a key concern for buyers and a major focus of automakers. To give car buyers an idea of the range they can expect from an EV, we implemented an extensive new 70-mph highway range test last year. Many of the tested vehicles were close to their EPA range estimates. But some far exceeded those figures.



ILLUSTRATIONS BY RODRIGO DAMATI

- ✓ Hyundai Elantra Hybrid 🌿
- ✓ Toyota Corolla Hybrid 🌿

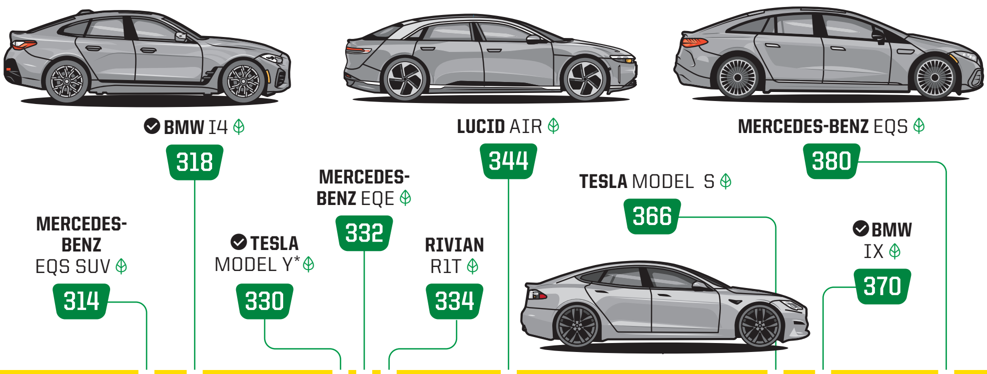
SMALL CARS
- ✓ Mazda3
- ✓ Subaru Impreza
- ✓ Toyota Corolla
- ✓ Hyundai Elantra
- ✓ Kia Soul
- ✓ Toyota Corolla Hatchback

MIDSIZED CARS
- ✓ Toyota Camry Hybrid 🌿
- ✓ Honda Accord Hybrid 🌿
- ✓ Toyota Camry
- ✓ Kia K5
- ✓ Honda Accord
- ✓ Subaru Legacy
- ✓ Nissan Altima
- ✓ Hyundai Sonata
- ✓ Hyundai Sonata Hybrid 🌿

SMALL SUVs
- ✓ Subaru Forester
- ✓ Subaru Crosstrek
- ✓ Honda CR-V
- ✓ Hyundai Tucson Hybrid
- ✓ Hyundai Tucson
- ✓ Toyota Corolla Cross Hybrid
- ✓ Kia Sportage Hybrid
- ✓ Toyota RAV4 Hybrid
- ✓ Mitsubishi Outlander

SMALL PICKUPS
- ✓ Ford Maverick
- ✓ Ford Maverick Hybrid

KIA SPORTAGE HYBRID



✓ CR RECOMMENDED | 🌿 CR GREEN CHOICE

*EPA range.

HIGHEST DESTINATION CHARGES

$2,095
Ford F-150 Lightning

$2,000
Jeep Wagoneer, Grand Wagoneer

$1,995
Chevrolet, Ford, GMC, Ram large SUVs and pickups

$1,895
Ford Mustang Mach-E; Infiniti QX80; Jeep Gladiator, Wrangler; Nissan Titan

$1,850
Toyota Sequoia, Tundra

$1,800
Rivian R1S, R1T

A destination charge is the non-negotiable fee car buyers pay to cover the cost of transporting a vehicle from the factory to the dealership. While this figure varies by brand and in some cases by model, it's the same for a particular model throughout the contiguous states. So you won't save money seeking a dealership closer to the assembly plant. The highest destination charges, such as those for large SUVs from Jeep and Toyota, can be significant expenses—especially when included in vehicle financing.

LOWEST DESTINATION CHARGES

$1,140
Nissan Altima, Sentra, Versa

$1,120
Subaru BRZ, Impreza, Legacy

$1,095
Audi, cars only; Buick Envista; Chevrolet Malibu, Trax; Honda Accord, Civic; Toyota, cars only

$995
BMW, Mini

SUPERIOR GAS MILEAGE

A reliable vehicle with a high mpg number can lower your monthly transportation costs. There are plenty to choose from, including SUVs and trucks. We showcase the most fuel-efficient model in several popular categories, and, for contrast, list each category's biggest gas guzzlers. The overall mpg figure shown at right is based on Consumer Reports' tests of popular configurations and combines both city and highway performance.

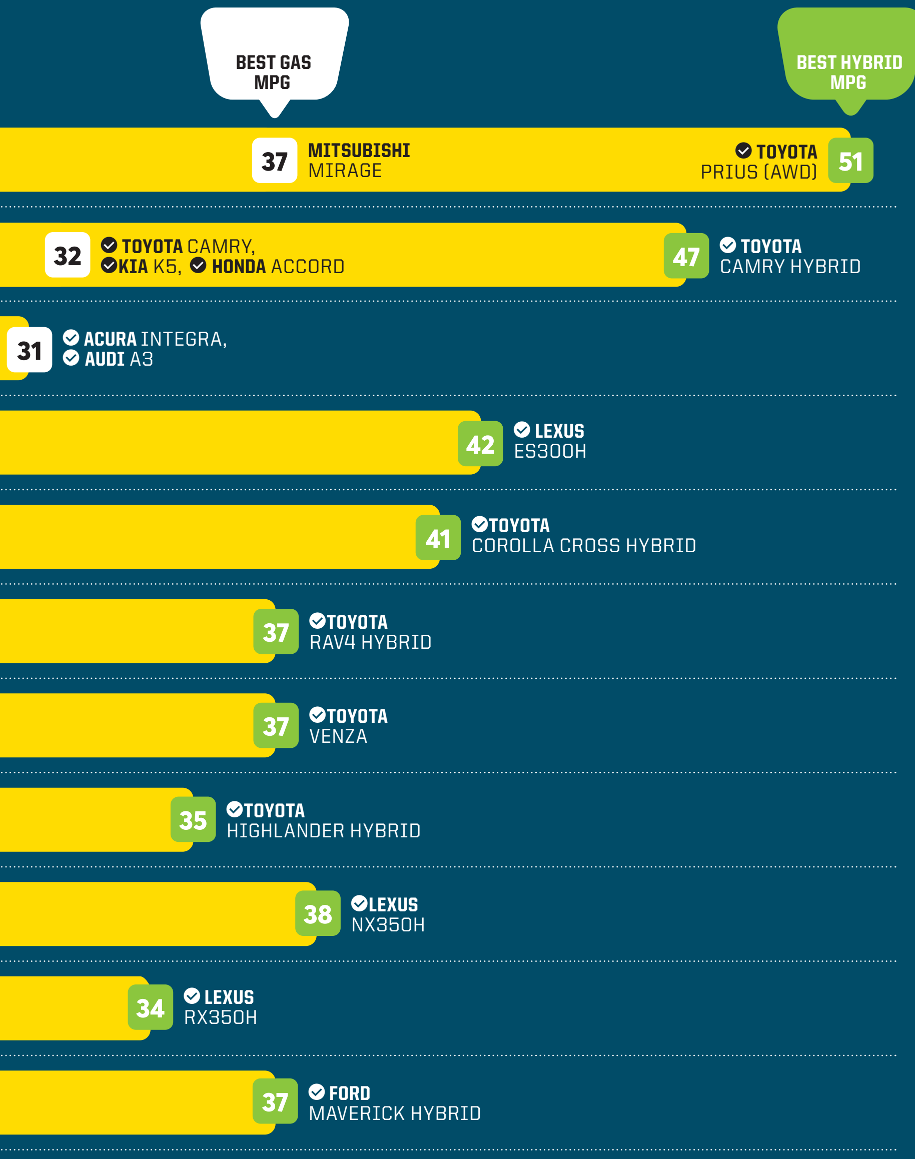
		WORST GAS MPG				
SMALL CARS	✓ **KIA** SOUL	28				
MIDSIZED CARS	✓ **VOLKSWAGEN** ARTEON	24				
LUXURY COMPACT CARS	✓ **LEXUS** IS300, ✓ **INFINITI** Q50	22				
LUXURY MIDSIZED CARS	**MASERATI** GHIBLI S Q4	19			26	✓ **AUDI** A6 (2.0T)
SUBCOMPACT SUVs	**MITSUBISHI** ECLIPSE CROSS	24			29	✓ **SUBARU** CROSSTREK
COMPACT SUVs	**DODGE** HORNET (2.0T)	23			28	✓ **SUBARU** FORESTER
MIDSIZED 2-ROW SUVs	**JEEP** WRANGLER, **FORD** BRONCO	18			24	✓ **SUBARU** OUTBACK (2.4T)
MIDSIZED 3-ROW SUVs	**TOYOTA** 4RUNNER	17			25	✓ **KIA** SORENTO (2.5T)
LUXURY SMALL SUVs	✓ **PORSCHE** MACAN S	19			28	✓ **BMW** X1
LUXURY MIDSIZED SUVs	**LAND ROVER** DISCOVERY	17			24	✓ **LEXUS** RX350
SMALL/MIDSIZED PICKUP TRUCKS	**NISSAN** FRONTIER, **JEEP** GLADIATOR	18			24	✓ **HYUNDAI** SANTA CRUZ (2.5T)
FULL-SIZED PICKUP TRUCKS	**NISSAN** TITAN	16	**FORD** F-150 HYBRID	20	23	✓ **RAM** 1500 (DIESEL), **CHEVROLET** SILVERADO 1500 (DIESEL)

TOP AMERICAN CARS

Naming the American cars with the best Overall Scores first requires defining what we mean by "American." This is complicated because some U.S. brands, like Buick and Ford, build many of their vehicles overseas. Similarly, some foreign brands, such as Subaru, Honda, and Toyota, produce many American-market vehicles here in the U.S. For this roundup, we focused on American-founded and -based companies, including Ford, General Motors, Stellantis, and Tesla. All of the cars here are CR Recommended.

LUXURY COMPACT CAR	✓ **Cadillac CT4**	70 OVERALL SCORE
LUXURY ELECTRIC CAR	✓ **Tesla Model 3**	71 OVERALL SCORE
SPORTS CAR	✓ **Chevrolet Corvette**	81 OVERALL SCORE
COMPACT SUV	✓ **Ford Escape PHEV**	74 OVERALL SCORE
MIDSIZED 2-ROW SUV	✓ **Ford Edge**	79 OVERALL SCORE

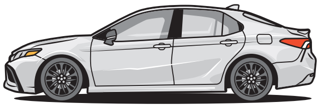
PHOTOS, PREVIOUS SPREAD: JOHN POWERS/CONSUMER REPORTS; MITSUBISHI



LUXURY 3-ROW SUV	✓ **Buick Enclave**	77 OVERALL SCORE
ELECTRIC SUV	✓ **Ford Mustang Mach-E** 🌿	70 OVERALL SCORE
LUXURY ELECTRIC SUV	✓ **Tesla Model Y** 🌿	72 OVERALL SCORE
MINIVAN	✓ **Chrysler Pacifica**	70 OVERALL SCORE
LUXURY COMPACT SUV	✓ **Lincoln Corsair**	72 OVERALL SCORE
SMALL PICKUP	✓ **Ford Maverick**	78 OVERALL SCORE
FULL-SIZED PICKUP	✓ **Ram 1500**	71 OVERALL SCORE

THE MOST (& LEAST) RELIABLE

Everyone wants a car that won't leave them stranded or saddled with large repair bills. That's why the reliability survey data we collect each year on more than 330,000 vehicles factors heavily in our Overall Scores. The lists below feature the new models that are predicted to be the most trustworthy and those that carry the greatest risk of problems.

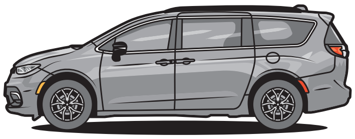


MOST RELIABLE

Toyota 4Runner	⇈
✓ **Toyota Camry Hybrid** ↑	⇈
✓ **Toyota Camry**	⇈
✓ **Toyota RAV4 Prime**	⇈
✓ **BMW X5**	⇈
✓ **Subaru Forester**	⇈
✓ **Toyota RAV4**	↑
✓ **Acura RDX**	↑
✓ **Toyota Corolla**	↑
✓ **Toyota Highlander Hybrid**	↑

LEAST RELIABLE

Jeep Wrangler	↓
Jeep Grand Cherokee	↓
Volkswagen Jetta	↓
Nissan Frontier	↓
Jeep Grand Cherokee L	↓
Rivian R1T	↓
Volvo XC60 Plug-in Hybrid	↓
Ford F-150 Hybrid	⇊
Volkswagen Taos	⇊
Chrysler Pacifica Plug-in Hybrid ↓	⇊



⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

🌿 CR GREEN CHOICE

WHAT'S NEW ... WHAT'S NEXT

These six models are debuting in the months ahead, each promising power, efficiency, space, and/or clever features. We look forward to buying them and running them through our tests. In the meantime, here's a peek.

BY JEFF S. BARTLETT

VOLKSWAGEN ID.BUZZ

$55,000-$70,000*

LATE 2024 A nostalgic tribute to the classic Microbus, the ID.Buzz electric van is a decidedly 21st century vehicle. It measures 8 to 9 inches shorter than traditional minivans, but the interior space benefits from not having an engine up front and can accommodate up to seven people. The ID.Buzz uses either a single motor with 282 hp to drive the rear wheels or a dual-motor, 330-hp configuration with all-wheel drive; both rely on a 91-kilowatt-hour battery. The cabin has a minimalist aesthetic, and options include a heated windshield, a panoramic sunroof with varying opacity, a 14-speaker stereo, and a range of vibrant body colors.

MINI COUNTRYMAN

$38,900-$46,900

PHOTOS: MANUFACTURERS

SPRING 2024 Redesigned for the 2025 model year, the Countryman is going to grow in length, height, and power. The biggest Mini ever starts with the S All4, making 241 hp from a 2.0-liter turbocharged four-cylinder engine. (The sportier John Cooper Works Countryman churns out 312 hp.) A fully electric Countryman is scheduled to follow this fall with dual electric motors that produce a total of 313 hp. Each version comes with all-wheel drive and a quirky interior that employs a giant, circular center screen in place of a conventional instrument cluster.

TOYOTA CAMRY

$28,000-$36,000*

SPRING 2024 The current Camry, redesigned back in 2018, is still great, earning a Top Pick designation this year. The subtle 2025 model year refresh brings refinements throughout to make it even more desirable. The most notable change is replacing the conventional engines with a 2.5-liter four-cylinder hybrid that delivers more power than before. Every trim will be available with all-wheel drive—a first among Camry hybrids. In addition to the Toyota Safety Sense 3.0 suite of active safety features, all Camrys come with blind spot warning and rear cross traffic warning.

RAM 1500 REV

$55,000-$90,000*

LATE 2024 Ram kicks off its electric Rev-olution with the 1500 Rev, a full-sized pickup that draws from the redesigned 1500 and new Ramcharger plug-in hybrid trucks. The Rev has a single 654-hp electric powertrain, with a choice of standard (350-mile range) or large (500-mile range) battery pack. The electrical system uses an 800-volt architecture for rapid public charging, and the Rev can send its onboard power to a house, worksite, or the grid. It is available with an air suspension.

TOYOTA CROWN SIGNIA

$42,000-$50,000*

SUMMER 2024 A new model, the Crown Signia SUV is sized between the Venza and the Highlander Hybrid SUV. It has a single powertrain: a 243-hp, 2.5-liter four-cylinder hybrid engine matched to a continuously variable transmission shared with the Highlander Hybrid. All-wheel drive is standard. Toyota projects that it will earn an impressive 36 mpg combined EPA fuel-economy rating. The dash design mirrors the Crown sedan, with a digital instrument panel and 12.3-inch infotainment screen. This five-passenger SUV has more passenger and cargo space than the sedan.

SUBARU FORESTER

$28,000-$39,000*

SPRING 2024 The sixth-generation Forester packs many welcome upgrades into its familiar package. A 180-hp, 2.5-liter four-cylinder engine is matched to a CVT, routing power to all corners with the standard all-wheel-drive system. Each trim level comes with the latest, more capable version of the EyeSight suite of active safety features. Driver attention monitoring, ventilated seats, and a hands-free power liftgate are available. The company says this model is quieter, addressing a criticism of the outgoing version.

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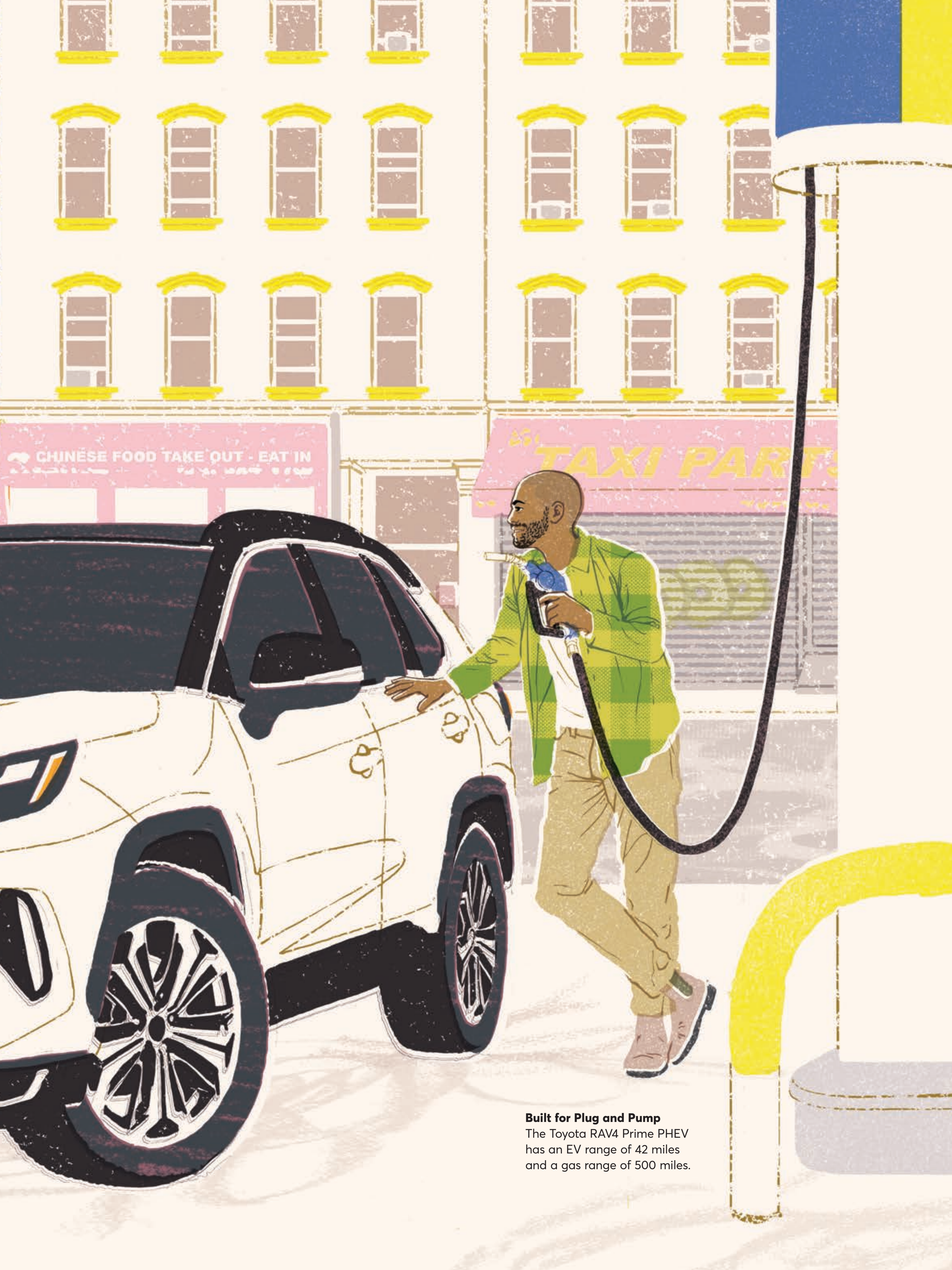
*Estimated price range.

THE HOT HYBRID EVERYONE'S TALKING ABOUT

It's the plug-in hybrid electric vehicle (PHEV), which runs on electric power for shorter drives—but can switch to gas for longer trips, so you don't need to stop and recharge.

BY KEITH BARRY • ILLUSTRATION BY CANNADAY CHAPMAN


CHINESE FOOD TAKE OUT - EAT IN
TAXI PARTS

Built for Plug and Pump
The Toyota RAV4 Prime PHEV has an EV range of 42 miles and a gas range of 500 miles.

If you are considering plugging into the electric vehicle revolution but worry about the potential hassles and uncertainties of charging on the road, a plug-in hybrid electric vehicle (PHEV, for short) could be the right car for you.

PHEVs bridge the gap between a regular hybrid and an EV. Unlike a regular hybrid, which recharges its battery using only its gas engine and brakes, a PHEV can also be plugged in to add electric-only range, usually between 20 and 40 miles. It can charge overnight from a standard household outlet, so you don't need to purchase and install a special charger. Once the electric range is depleted, the gas engine provides power for longer trips. If you, like a majority of Americans, tend to drive less than 40 miles a day, you could end up visiting the gas pump just a few times a year.

"Figuring out if a PHEV is right for you might take more research up front than with a conventional gas car or hybrid, but for some drivers it could save them money over a gas, hybrid, or electric vehicle," says Jake Fisher, senior director of CR's Auto Test Center. He says that in general, PHEVs can offer the best of both electric and conventional cars for people who do most of their driving around town. But he points out that a conventional hybrid is usually a better choice for those who mainly take longer trips or don't have somewhere to plug in because they'll probably never make up the higher purchase price of a PHEV in fuel savings.

There are currently more than 30 PHEV models for sale in the U.S., ranging from small hatchbacks to luxurious SUVs. Most are based on existing gas-only vehicles or hybrids. Last year, sales of PHEVs grew by 60 percent—a larger increase than for EVs or conventional hybrids, according to CR's analysis of vehicle sales numbers. Over the past year, CR bought and tested some of the most popular PHEVs on the market. Here, we explain how they work and tell you how to determine if a PHEV will save you money. We also highlight the PHEVs that Consumer Reports recommends so that you can choose the one that's best for you.

Good News About PHEVs

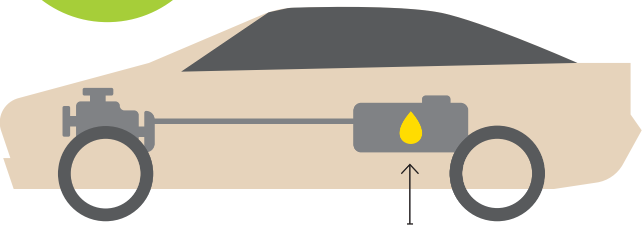
Concern about charging logistics, such as where and when to charge, is a primary reason people are reluctant to purchase an electric vehicle. For many car buyers, a PHEV provides

FOUR WAYS TO POWER A CAR

INTERNAL COMBUSTION ENGINE (ICE)

INTERNAL COMBUSTION ENGINE (ICE) vehicles are conventional cars with gas- or diesel-powered engines.

Gas-only vehicles have higher **overall emissions** than comparable hybrids, PHEVs, and EVs.



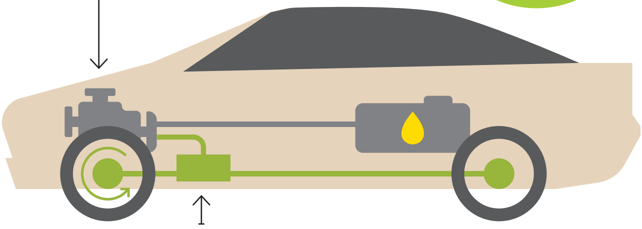
Gas-only cars deliver their **best fuel economy** at constant highway speeds.

HYBRIDS

HYBRIDS pair a relatively small gasoline engine with an electric motor to provide greater fuel efficiency than most conventional cars. They can't be plugged in.

An **electric motor** supplements the gas engine and allows it to shut off at low speeds.

Hybrids are often **more powerful** than their gas-only equivalents.



The **battery for the electric motor** is charged by the engine and regenerative braking.

ILLUSTRATIONS BY ELIAS STEIN

most of the benefits of driving an EV without worries about how and where to charge, Fisher says.

In general, a PHEV costs less to purchase than an EV and is less pricey to fuel than gas or hybrid vehicles. Just how much you'll save on gas depends on how often you charge your PHEV. "In most cases, the more you plug in a PHEV, the more gas and money you'll save," Fisher says.

While fully charging a pure EV at a conventional 120-volt outlet can take several days, charging a PHEV from a standard household outlet takes much less time. (The models we tested took an average of 14 hours to charge at a 120V outlet, but a Level 2 [240V] charger can top up the battery in just a few hours.) Most PHEVs don't work with public DC fast chargers.

And though many lack the pin-you-to-your-seat acceleration of a pure EV, most PHEVs we tested are more satisfying to drive than the gas-only versions of the same vehicles. "Our testing clearly indicates that a PHEV version of any model is quicker and quieter than a gas-only version," says Gabe Shenhar, associate director of CR's Auto Test Center. Keep in mind that even with a full charge, PHEVs often engage the gas engine when it's cold outside, when extra power is needed for acceleration on steep hills, or just to keep gas from getting stale in the tank, says Alex Knizek, manager of auto testing and insights at CR.

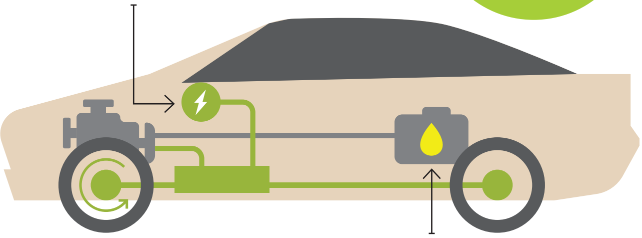
What's Right for You?

If you don't have a garage or somewhere to plug in, or if you mostly drive long distances, a PHEV isn't the right choice for you. For example, when the Hyundai Tucson PHEV is driven with an empty battery, it gets 4 fewer mpg in our tests than the hybrid version. If you never plug it in, a Tucson PHEV could cost $150 more each year on gas than if you'd bought the conventional hybrid version. As with pure EVs, highway driving and temperatures below 40° F can reduce a PHEV's electric driving range.

Reliability can vary significantly among PHEV models, so check the CR reliability rating of any model before you buy. Many of the least dependable PHEVs are from brands that struggle with reliability in general. By contrast, auto manufacturers that usually make reliable vehicles also tend to make trustworthy PHEVs, says Steven Elek, program leader for automotive data analytics at CR. "The most reliable automakers have proved it's possible to build a reliable PHEV, like Toyota's Prius Prime and RAV4 Prime," he says.

Generous federal tax credits for leasing a PHEV can add up to serious savings. For example, a well-equipped Hyundai Tucson SEL PHEV currently costs $34 per month less to lease than a base-model Hyundai Tucson Hybrid Blue, even though the rest of the lease terms are similar. If you're trying to decide between an EV and a PHEV, fuel savings and tax credits could make leasing an EV the better choice from a financial standpoint. But you'll still have to charge on the road.

PLUG-IN HYBRIDS (PHEVs) generally have a larger battery than regular hybrids. Unlike regular hybrids, they can travel solely on electric power at regular driving speeds, usually for 20 to 40 miles.

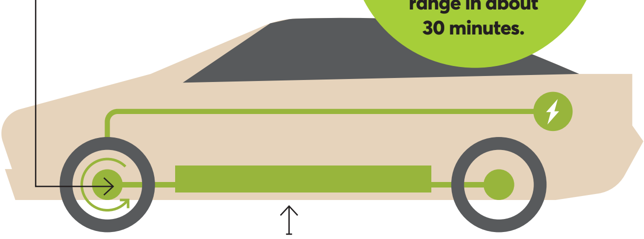


PHEVs are designed to be **plugged in** to charge.

Many PHEVs can charge overnight using a **120-volt** outlet.

Once the battery runs out, the gas engine kicks in for a total range of hundreds of miles.

ELECTRIC VEHICLES (EVs) don't have conventional engines. They're powered by an electric motor that gets its energy from a large battery. They can usually travel over 200 miles between charges.



The **electric motor (or motors)** has fewer moving parts and provides immediate acceleration that's much quicker than most conventional cars.

Charging a depleted battery at home can be done overnight. **The fastest public chargers can add 150 miles of range in about 30 minutes.**

A 240-volt EV charger is recommended for charging at home. Powerful public charging stations can replenish the battery far quicker but may be inconvenient to get to, depending on your location.

THE BEST PHEVs

These 10 PHEVs earned a CR recommendation after extensive testing. They scored well in our road tests, often outshining the gas or hybrid versions of the same vehicle, with quicker acceleration and quieter operation. In addition, their predicted reliability is average or above.

✓ CR Consumer Reports
RECOMMENDED®

87
OVERALL SCORE

✓ KIA SPORTAGE PHEV $39,590 - $44,090

RANGE (MILES): **34** EV + **345** GAS GAS-ONLY MPG: **31**

The PHEV is quicker and quieter than the regular Sportage. All-wheel drive is standard, and the interior is spacious.

80
OVERALL SCORE

✓ MAZDA CX-90 PHEV $49,945 - $57,450

RANGE (MILES): **25** EV + **430** GAS GAS-ONLY MPG: **23**

The CX-90 PHEV has three rows of seating, a large cabin, and standard all-wheel drive. Handling is agile, though transitions from gas to electric power aren't the smoothest.

88
OVERALL SCORE

✓ BMW X5 PHEV $72,500

RANGE (MILES): **39** EV + **375** GAS GAS-ONLY MPG: **21**

The sharp-handling X5 PHEV got a bigger battery for 2024, increasing its range and power. We'd recommend a 240-volt charger to refill the battery overnight. All-wheel drive is standard.

82
OVERALL SCORE

✓ MITSUBISHI OUTLANDER PHEV $40,345 - $46,295

RANGE (MILES): **38** EV + **365** GAS GAS-ONLY MPG: **25**

The seven-passenger Outlander PHEV is based on the Nissan Rogue and has a small third-row seat. It's quicker and quieter than the standard Outlander and has higher city but lower highway mpg.

PHEVs WITH THE WORST MPG

"Hybrid" doesn't always mean great mpg. Adding electric-only range helps automakers sell fuel-thirsty luxury cars and heavy off-roaders while still meeting emissions standards in the U.S. and globally, says Chris Harto, senior policy analyst at CR.

The pricey BMW XM has lightning-quick acceleration, the Jeep Wrangler 4xe can silently tackle a trail on electric power, and the Jeep Grand Cherokee 4xe is more efficient than the gas-only version.

Prices shown are manufacturers' suggested retail prices.

82 OVERALL SCORE

✓ 🍃 HYUNDAI TUCSON PHEV $38,475 - $45,200

RANGE (MILES): **33** EV + **345** GAS GAS-ONLY MPG: **31**

The roomy and comfortable Tucson PHEV gets a generous 33 miles on electric power alone. All-wheel drive is standard.

85 OVERALL SCORE

✓ 🍃 KIA NIRO PHEV $34,390 - $40,140

RANGE (MILES): **33** EV + **460** GAS GAS-ONLY MPG: **47**

The front-wheel-drive Niro is available as a hybrid, PHEV, and pure EV. The Niro PHEV can go almost 500 miles on a single tank of gas and a full charge.

74 OVERALL SCORE

✓ 🍃 FORD ESCAPE PHEV $40,500

RANGE (MILES): **37** EV + **405** GAS GAS-ONLY MPG: **37**

The agile Escape has a fairly quiet cabin. In our owner satisfaction survey, the Escape PHEV scored much higher than the gas and hybrid versions but is available only in front-wheel drive.

81 OVERALL SCORE

✓ 🍃 BMW 330e $45,600 - $47,600

RANGE (MILES): **20** EV + **300** GAS GAS-ONLY MPG: **28**

This PHEV boasts the same sporty handling and luxurious interior as the already excellent 3 Series. All-wheel drive is optional. The battery takes up some trunk space.

89 OVERALL SCORE

✓ 🍃 TOYOTA RAV4 PRIME $43,690 - $47,560

RANGE (MILES): **42** EV + **500** GAS GAS-ONLY MPG: **34**

The already recommended RAV4 is quicker and quieter as a PHEV, thanks to a combined 302 hp from its electric drive and 2.5-liter four-cylinder engine.

76 OVERALL SCORE

✓ 🍃 TOYOTA PRIUS PRIME $32,975 - $39,670

RANGE (MILES): **39** EV + **455** GAS GAS-ONLY MPG: **43**

The Prius Prime has a larger battery than the regular Prius hybrid. Unlike the regular Prius, it is front-wheel drive only. Its long electric range varies based on the trim level.

But all three have some of the shortest electric ranges and the lowest combined gas-only EPA fuel-economy estimates among PHEVs.

BMW XM
$159,000

GAS-ONLY MPG: **14**

ELECTRIC RANGE: **31 MILES**

JEEP WRANGLER 4xe
$50,695

GAS-ONLY MPG: **20**

ELECTRIC RANGE: **25 MILES**

JEEP GRAND CHEROKEE 4xe $60,495

GAS-ONLY MPG: **23**

ELECTRIC RANGE: **21 MILES**

WORSE BETTER ✓ CR RECOMMENDED 🍃 CR GREEN CHOICE

WILL A PHEV SAVE YOU

We've calculated the cost of owning 3 CR Recommended PHEVs, comparing them with their gas, hybrid, or EV counterparts.

A PHEV WILL almost always cost less to fuel than a conventional car and will usually cost less than a hybrid, too, says Jake Fisher, senior director of CR's Auto Test Center. But on average, the purchase prices of PHEVs we tested were 15 percent higher than their gas-only counterparts and 13 percent higher than hybrids. Whether your fuel savings will cover the additional purchase cost depends on a number of factors.

We calculated for drivers who put 40 miles a day on their cars, plug in their EVs and PHEVs nightly, and take four 500-mile road trips each year. We assumed a blend of city and highway driving in optimal temperatures for electric range, used the latest fuel and energy prices available in January 2024, and chose gas and electric prices for states with energy costs that represent most of the country.

"PHEVs give you the flexibility to pick whichever energy source costs less," Fisher says. But if you live somewhere with high gas prices and relatively low electricity costs, such as Washington state, we found that a PHEV will save you more money per mile than if you lived somewhere with lower gas prices and higher electricity prices, such as Massachusetts. The savings are less significant in states such as California, where electricity and fuel costs are high, and Florida, where both costs are relatively low.

Fuel and Energy Prices for States in Our Comparisons*

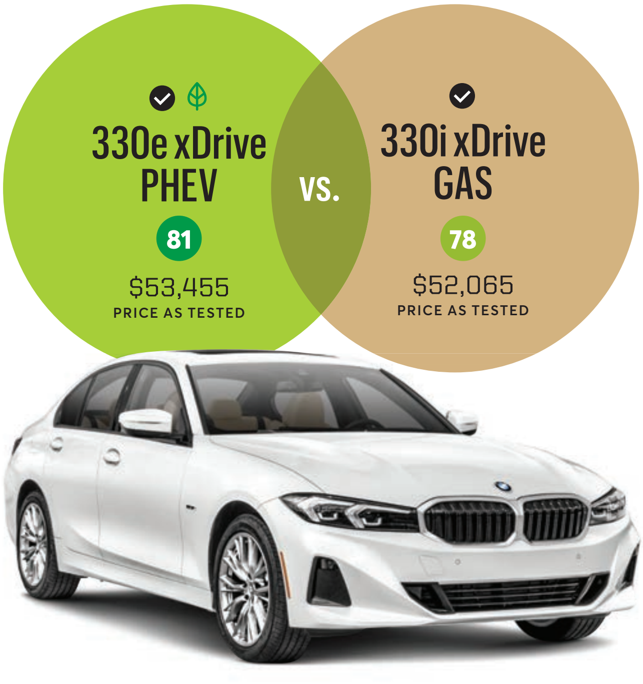
	CA	MA	FL	WA
REGULAR ($/GAL)	$4.70	$3.12	$3.09	$4.11
PREMIUM ($/GAL)	$5.07	$4.13	$3.82	$4.57
ELECTRICITY ($/KWH)	$0.27	$0.28	$0.15	$0.11

🟩 PHEV
▨ GAS
▨ HYBRID
□ EV

To customize these numbers for your situation, scan the QR code with your phone's camera to use our online calculator.

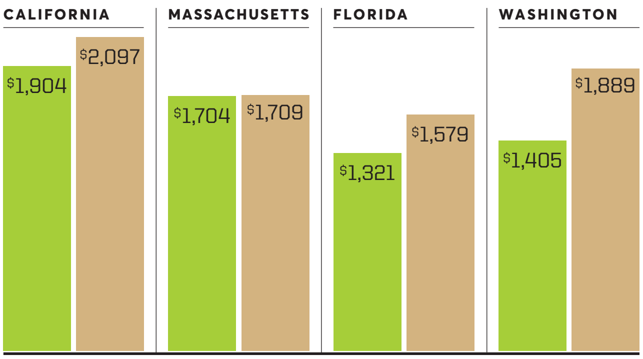
PHEV VS. GAS

BMW 3 Series



THE WINNER: PHEV

In general, a PHEV will save you money on fuel over a gas-only version of the same vehicle as long as you regularly plug it in. The payback period depends on your fuel and energy costs. The BMW 330e PHEV costs $1,390 more than the conventional 330i. Even with a modest electric-only range of 20 miles, the 330e pays for itself in just under three years in Washington but over seven years in California.



▲ COST TO FUEL FOR ONE YEAR.

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*Fuel and energy prices are based on AAA and Department of Energy data.

MONEY?

PHEV VS. HYBRID

Hyundai Tucson

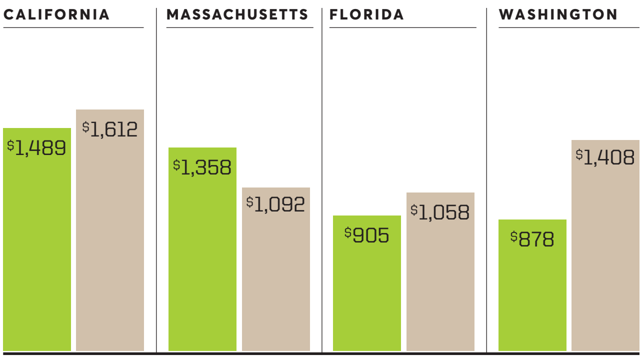
✓ 🌿
TUCSON PHEV
82
$39,440
AS TESTED

VS.

✓
TUCSON HYBRID
85
$36,045
AS TESTED

THE WINNER: **HYBRID**

By and large, a PHEV will cost more to purchase than a conventional hybrid. In the case of this Tucson, any fuel savings might not make up the $3,395 difference in cost—especially if electricity is expensive where you live. But conventional hybrids aren't eligible for a federal tax credit of up to $7,500 that may help defray the cost of leasing the PHEV.



▲ COST TO FUEL FOR ONE YEAR.

PHEV VS. EV

Kia Niro

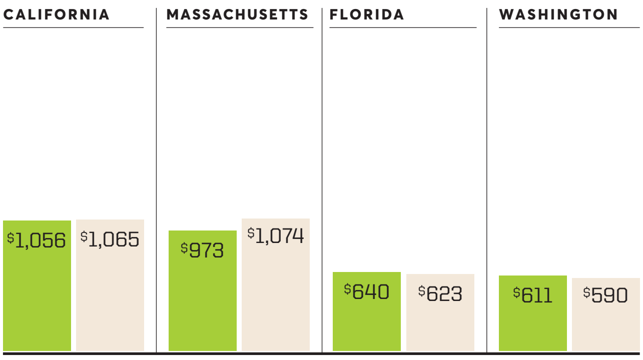
✓ 🌿
NIRO PHEV
85
$35,940
AS TESTED

VS.

✓ 🌿
NIRO EV
71
$42,400
AS TESTED

THE WINNER: **PHEV**

Fueling costs are similar between the two vehicle types, and EVs almost always cost more up front to purchase than PHEVs. The Niro EV would make financial sense only if you could take advantage of state and local incentives that apply to EVs and not PHEVs, if the manufacturer is offering a lease deal on an EV, or if you have solar panels at home.



▲ COST TO FUEL FOR ONE YEAR.

● ● ● ● ●
WORSE — BETTER

✓ CR RECOMMENDED

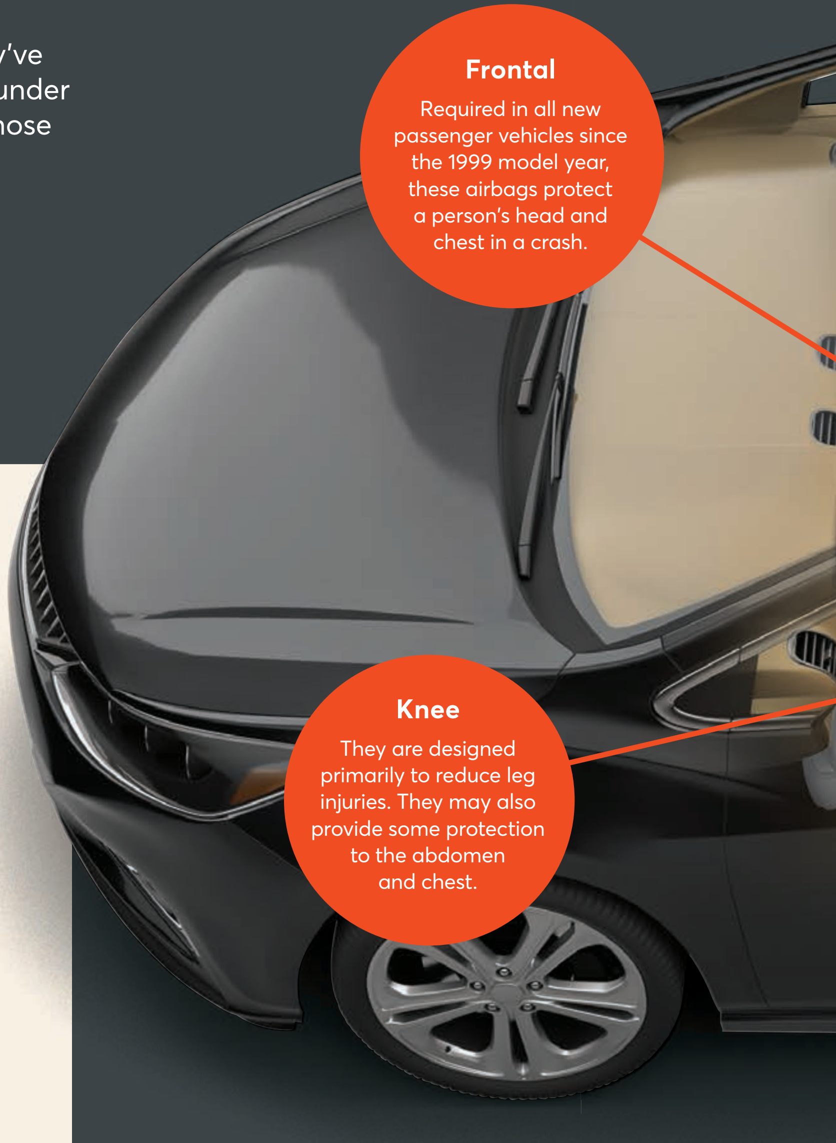
🌿 CR GREEN CHOICE

Airbags
ARE A LIFESAVER

Thousands have survived crashes since they've been required—but some airbags are now under recall. Here, what you should know about those problems, and the latest technology.

BY BOB SOROKANICH

ILLUSTRATION BY GRAHAM MURDOCH



Frontal

Required in all new passenger vehicles since the 1999 model year, these airbags protect a person's head and chest in a crash.

Knee

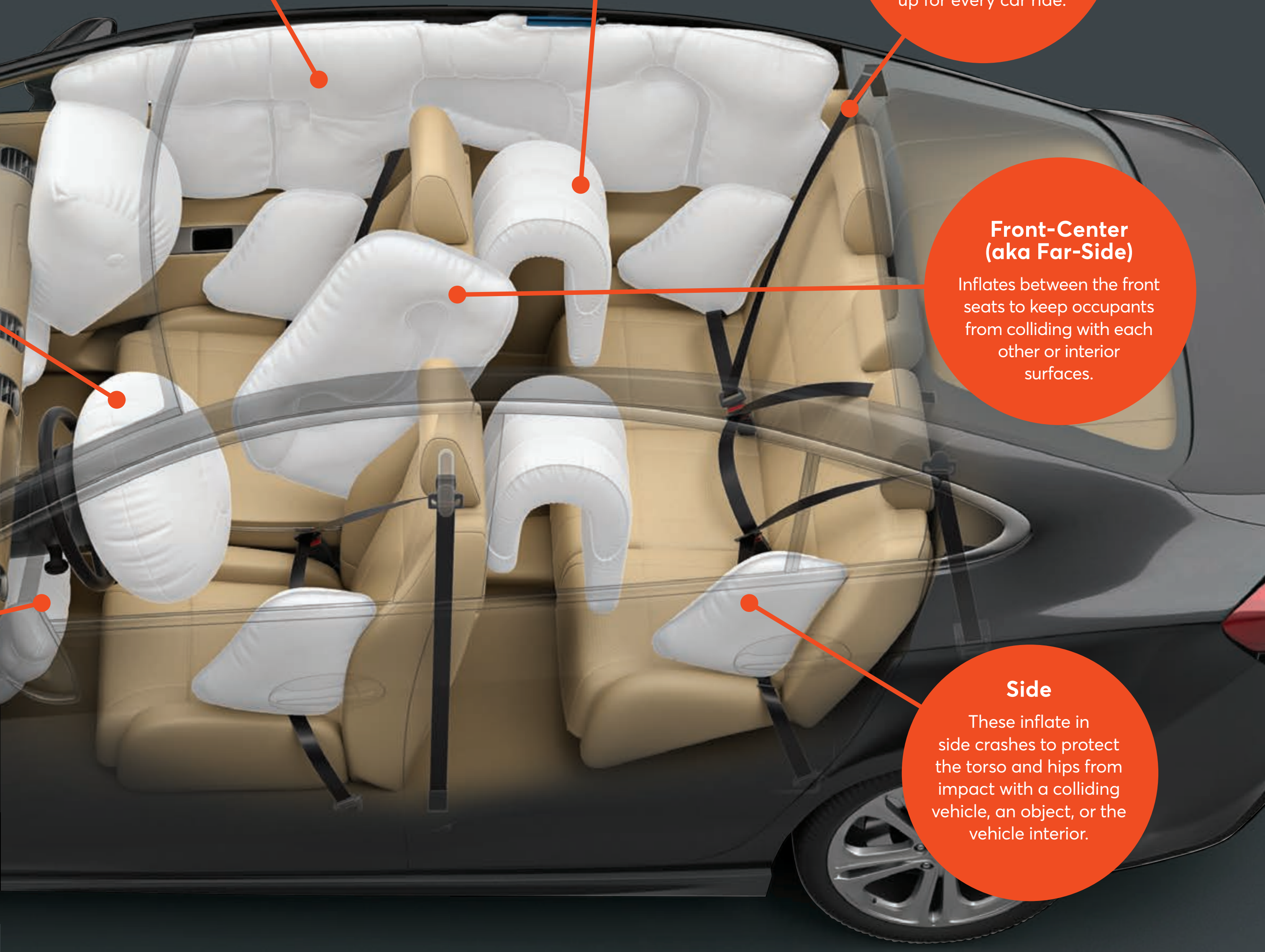
They are designed primarily to reduce leg injuries. They may also provide some protection to the abdomen and chest.

It has been 50 years since the introduction of the airbag, and on this anniversary there is a remarkable story of safety to tell.

The stats are astounding: Frontal airbags have saved over 50,000 lives in the U.S. alone, according to data from the National Highway Traffic Safety Administration. They reduce driver deaths by 29 percent in front-end crashes, and fatalities of front-seat passengers 13 and older by 32 percent.

And airbags, along with other safety devices, such as seat belts, have brought down the total death toll in U.S. car crashes by more than 30 percent since a peak of 54,589 in 1972, even though the population has grown by well over 100 million since then.

It's true that since airbags became mandatory in passenger vehicles, they've also hit some big bumps in the road. The most notable of these is the ongoing Takata airbag recall that began a decade ago. Hundreds of people have been injured and 27 killed by a malfunction that causes certain deployed airbags to spray metal fragments. (Millions of cars with recalled Takata airbags likely remain on the road today.) More recently, the federal government began pushing for the recall of more than 50 million airbags made by a U.S. manufacturer that could have a similar defect.



Side Curtain

These typically deploy from the roof to protect the head and chest in a side crash and to keep people from being ejected in a rollover.

Rear Frontal

These deploy from the front seatback to protect the heads of rear-seat occupants. Currently only in the Mercedes-Benz S-Class.

Seat Belts

Airbags are meant to work with seat belts, not in place of them. For optimal crash protection, it's essential to buckle up for every car ride.

Front-Center (aka Far-Side)

Inflates between the front seats to keep occupants from colliding with each other or interior surfaces.

Side

These inflate in side crashes to protect the torso and hips from impact with a colliding vehicle, an object, or the vehicle interior.

WHEN A CRASH HAPPENS

Sensors in the front of the vehicle determine whether the impact is severe enough for the airbags to deploy. If it is, the inflators fill the airbags. The entire process takes place in less than 0.05 seconds. Airbags placed throughout the vehicle prevent passengers from colliding with the interior surfaces of the car as well as with each other. They also protect passengers by spreading the energy of an impact over a larger surface, minimizing the force on the body.

But safety experts are adamant that the benefits of airbags far outweigh any risks.

"Airbags remain overwhelmingly safe and highly effective at saving lives and preventing injuries," says Emily A. Thomas, PhD, manager of auto safety at Consumer Reports.

Becky Mueller, senior research engineer at the Insurance Institute for Highway Safety, agrees. "Airbags are still far more likely to protect you in a crash than they are to cause you harm," she says.

Safety experts also say it's critically important for consumers purchasing a car to understand the various types and configurations of airbags and, if buying a used car, to make sure its airbags are not subject to a recall and are in good working order. Here, the story behind airbags in modern cars, and what you need to know about them when buying a vehicle.

When Cars Became Safer

For many years, cars lacked much in the way of safety equipment. In fact, it wasn't until 1968 that automakers were required to install lap and shoulder belts in the front seat.

But no laws required people to use those seat belts. (New York became the first state to enact a seat belt use law, in 1984.) Consequently, in the late '70s and early '80s, less than 14 percent of Americans wore seat belts. In a crash, unbelted passengers were often seriously injured or killed after being flung into metal dashboards, or ejected when doors flew open and windows shattered.

In 1974, General Motors introduced a more primitive version of today's airbag as a $235 option on certain Buick, Cadillac, and Oldsmobile models. Called the Air Cushion Restraint System, it incorporated air cushions hidden in the steering wheel and under the instrument panel that would deploy in a crash. A main selling point was that it could keep you and your front-seat passenger safe while wearing only a lap belt, requiring "no shoulder belts to confine movement or detract from the car's interior appearance."

GM's airbag option didn't catch on with the public, and it was quietly discontinued just two years later. But automakers kept on experimenting with airbags, and in 1988 Chrysler began to promote them as a standard feature in most of its cars.

Early airbags saved lives, but they also deployed with greater force than today's do, and as a result, they injured and killed people. NHTSA estimates that airbags were the cause of more than 290 deaths between 1990 and 2008—mostly unbelted children or infants riding in the front passenger seat. Advances in airbag technology, including reducing the force of deployment and adding weight sensors that detect a smaller driver or passenger, have almost eliminated injuries and fatalities caused by properly functioning airbags. (NHTSA says that all children younger than 13 should ride in the back seat regardless of airbag advancements.)

And while airbags are required only for the driver and front passenger, they are commonly found throughout cars today (see the illustration on pages 26 and 27). "Safety programs like the IIHS vehicle ratings help raise the bar beyond what the government requires," Thomas says. "This incentivizes automakers to engineer safety solutions to be competitive among their peers."

New Safety Concerns

Last spring, NHTSA took initial steps toward a recall of as many as 52 million airbags made by Tennessee-based manufacturer ARC and a licensee. Similar to the Takata recall, the problem is with allegedly

The Airbags to Look For

Only driver and front-passenger airbags are required in cars, but almost all models also come with front-seat side airbags and side curtain airbags because they help carmakers meet federal requirements for protecting passengers in a side-impact crash. But other types of airbags are also available and may be a good choice if they're available in the car you're considering. Here is info about additional airbag options and other important airbag-related safety considerations to make when you shop for a new or used car.

Consider rear-side and front-center airbags. Emily A. Thomas, CR's car safety expert, says that whether you need these depends largely on how you use your car. "You want the highest degree of protection for all your passengers," she says. "If you always or often have people in the back seat, you'll want rear-side airbags." Similarly, Thomas says, you may want to consider a front-center (also called far-side) airbag for extra protection, especially if you often ferry a front-seat passenger. Located between the two front seats, it is designed to prevent the driver and front-seat passenger from hitting each other or the vehicle interior in the event of a side impact to the vehicle.

Check the vehicle's crash-test ratings from NHTSA's New Car

Testing Protection
The IIHS uses crash-test dummies to determine how much protection airbags provide.

defective inflators that can spray metal fragments into the car when the airbags deploy in a crash. As of December 2023, seven injuries and one death in the U.S. have been connected to the ARC airbags, according to NHTSA.

ARC has so far resisted NHTSA's efforts to force a recall, but General Motors last year voluntarily recalled nearly a million of its 2014 to 2017 models that could be affected. At publication time, GM was the only automaker of 12 using the ARC bags to have issued a broad voluntary recall related to the possible defect.

CR's Thomas says that while news of the possible ARC airbag defect is concerning, the risk to the public is low. "The chance of being in a crash in which a defective airbag deploys is very small," she says. NHTSA estimates the risk of malfunction of an ARC airbag to be roughly 1 in 371,400.

Thomas advises car owners to check the NHTSA website (nhtsa.gov/recalls) at least every six months to learn about any recalls affecting their vehicle, including any related to airbags.

Assessment Program (NCAP) and the Insurance Institute for Highway Safety.
These measure a vehicle's performance in crash tests, including how well the airbags work to protect passengers from injury. You will find the NCAP star rating on the vehicle window sticker of most new cars. For used cars, you can search for the rating at nhtsa.gov/ratings.

The IIHS vehicle rating is at iihs.org/ratings. "The IIHS tests have been more frequently updated than NHTSA's, so they are a stronger predictor of real-world crash protection," Thomas says. Look for vehicles that have the Top Safety Pick or Top Safety Pick+ designation from the IIHS.

Make sure the airbags are not subject to an open recall.
While federal law specifically bans the sale of a new car with an open recall, that's not true for used cars. To find out if the used car you are thinking of buying has a recalled airbag, enter its 17-digit vehicle identification number (VIN) at nhtsa.gov/recalls or on NHTSA's SaferCar app. If the vehicle has any open recalls—airbag-related or otherwise—have the seller address them before you buy the car.

If you're considering a used car, get a vehicle history report from AutoCheck or Carfax. (Some dealerships provide the reports free of charge.)
The report will indicate whether the car has been in any crashes that resulted in airbag deployments. "If a car's history report shows that its airbags have deployed, consider walking away," says CR auto technician Mike Crossen. "If airbags deployed, the impact could have been forceful enough to cause structural damage to the vehicle that you may not see."

Have an experienced technician inspect any used car before you buy it.
"They will check for airbag fault codes, which, if present, would indicate a problem with the car's airbags," Crossen says.

PHOTOS: IIHS

KIA
FORTE
LXS

THE BEST BUY

NISSAN
SENTRA
SV

Car prices are at a record high. But we've uncovered some great options under $27,000.

BY BENJAMIN PRESTON

If you haven't been car shopping in a few years, prepare yourself for some sticker shock. Manufacturers are pumping out the most popular, higher-priced SUVs and trucks, and have pulled back on production of lower-priced models. And those less expensive vehicles on dealer lots can be loaded with options you don't necessarily want that bump up their prices. “Manufacturers may advertise the base trim,” says Gabe Shenhar, associate director of CR's Auto Test Center, “but dealerships tend to stock pricier versions packed with popular features.” This, along with limited supply and high demand, can drive the final cost well above the base price. The average transaction price—the amount you'll actually pay for a new car after negotiating with the dealer—is now more than $48,000, a 23 percent increase since 2019, according to Cox Automotive.

But you don't have to spend that much. We've found 10 great cars that are safe, reliable, and inexpensive. The list is based on the national average transaction prices from TrueCar, a CR partner, not including destination charges and options. Each meets CR's strict criteria to be recommended. To save you the most, we chose the lowest-priced trim typically available.

TOYOTA
COROLLA
LE

YS RIGHT NOW

HYUNDAI
VENUE
SEL

✓ KIA FORTE LXS

70 OVERALL SCORE

34 MPG

$21,503
AVERAGE TRANSACTION PRICE

Simple controls, agile handling, excellent fuel economy, an accommodating rear seat, and a trunk that's significantly larger than those of most cars in its class make the Forte a great value for the money.
Key features for this trim: The midlevel LXS trim includes keyless entry, a 6-way manual driver's seat, AEB with pedestrian detection, LKA, and driver attention monitoring.

✓ NISSAN SENTRA SV

70 OVERALL SCORE

32 MPG

$21,909
AVERAGE TRANSACTION PRICE

The Sentra has a lot to offer, including a roomy interior, great fuel economy, nimble handling, sprightly acceleration, a comfortable ride, and easy-to-use controls.
Key features for this trim: The midlevel SV trim adds standard features like alloy wheels and a 6-speaker audio system with SiriusXM. AEB, BSW, and driver attention monitoring are standard.

✓ TOYOTA COROLLA LE

75 OVERALL SCORE

36 MPG

$22,498
AVERAGE TRANSACTION PRICE

Long a favorite among budget-minded car shoppers, the Corolla offers great reliability, utility, and fuel economy at a competitive price. It also boasts lively handling and a comfortable interior.
Key features for this trim: The base LE trim includes automatic climate control, a 6-way manual driver's seat, front and rear USB ports, AEB, LDW, and LKA.

✓ HYUNDAI VENUE SEL

64 OVERALL SCORE

32 MPG

$22,781
AVERAGE TRANSACTION PRICE

It may look like an SUV, but the Venue is essentially a front-wheel-drive (FWD) subcompact hatchback—one with good forward visibility, intuitive controls, and generous cargo space for a car this small.
Key features for this trim: Among standard features in the midlevel SEL trim are wireless Android Auto/Apple CarPlay, dual-zone climate controls, AEB, BSW, and LKA.

PHOTOS, THIS SPREAD AND NEXT: MANUFACTURERS

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

NISSAN KICKS SV
MAZDA3 2.5 S SELECT SPORT
SUBARU IMPREZA SPORT
HYUNDAI ELANTRA SEL

✓ NISSAN KICKS SV

65 OVERALL SCORE
32 MPG

$23,643
AVERAGE TRANSACTION PRICE

The FWD Kicks hatchback has SUV looks, good forward visibility, and a relatively quiet, comfortable ride. The climate system and radio are controlled by straightforward knobs, and its fuel economy is a boon to in-town driving.
Key features for this trim: The midlevel SV trim includes a center console storage bin, an 8-inch infotainment screen, AEB, BSW, LDW, and RCTW.

✓ HYUNDAI ELANTRA SEL

74 OVERALL SCORE
33 MPG

$24,551
AVERAGE TRANSACTION PRICE

Relatively roomy for its class, the Elantra offers nimble handling, smooth acceleration, great fuel economy, and an easy-to-use infotainment screen.
Key features for this trim: The list of standard features offered in the midlevel SEL trim includes dual-zone climate controls, a 10.25-inch digital gauge cluster, AEB, BSW, LKA, and driver attention monitoring.

✓ MAZDA3 2.5 S SELECT SPORT

78 OVERALL SCORE
30 MPG

$25,094
AVERAGE TRANSACTION PRICE

The Mazda3 offers engaging handling and a responsive powertrain. It also feels upscale, with a quiet, comfortable ride and a luxurious-looking interior.
Key features for this trim: One trim level up from the base sedan, the S Select Sport trim includes dual-zone climate controls, faux-leather upholstery, AEB, BSW, and RCTW.

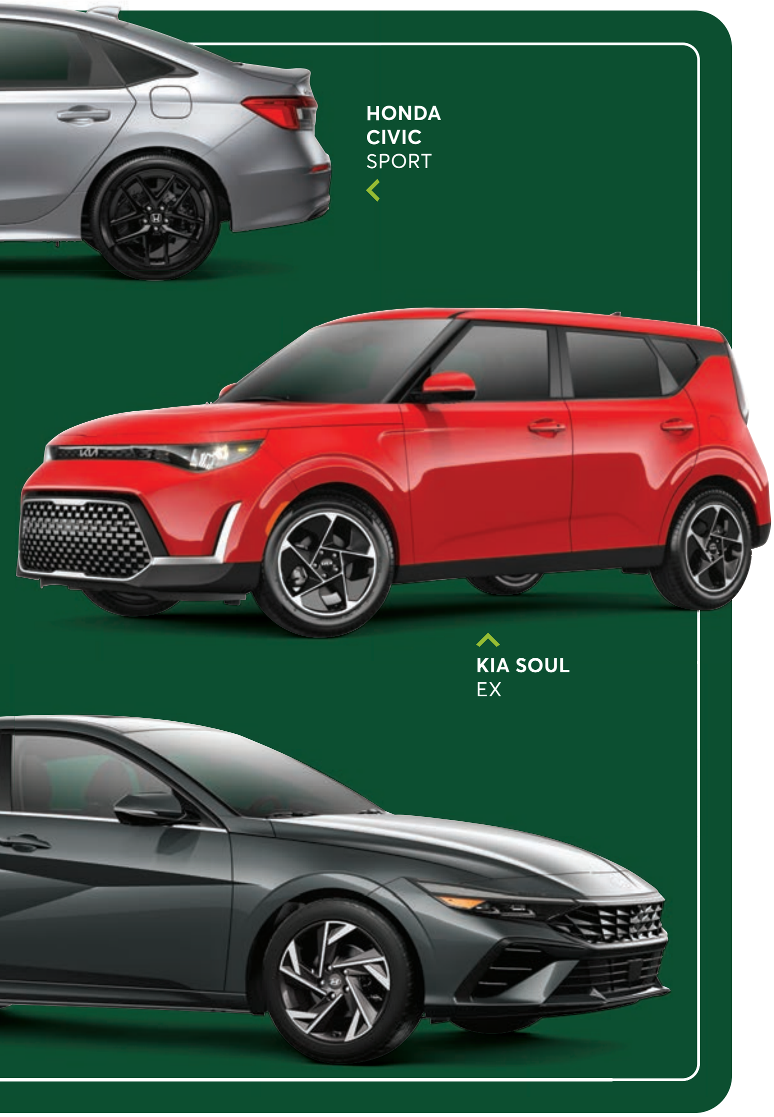
✓ SUBARU IMPREZA SPORT

76 OVERALL SCORE
29 MPG

$25,155
AVERAGE TRANSACTION PRICE

A versatile hatchback with standard all-wheel drive, the Impreza is a solid option for budget-minded car buyers. The base 2.0-liter engine is fuel-efficient, and the car provides a stable, comfortable ride.
Key features for this trim: The midlevel Sport trim includes 18-inch alloy wheels, LED fog lights, AEB, and automatic high beams.

WORSE ⊢ BETTER
✓ CR RECOMMENDED



✓ KIA SOUL EX

73 OVERALL SCORE

28 MPG

$25,679
AVERAGE TRANSACTION PRICE

The boxy Soul looks small from the outside but has a roomy interior—most notably a huge rear seat. The easy-access cargo area can be expanded by folding the rear seats flat. **Key features for this trim:** The top-of-the-line EX trim includes an 8-way power driver's seat, heated front seats, a sunroof, AEB with pedestrian and cyclist detection, BSW, and RCTW.

✓ HONDA CIVIC SPORT

71 OVERALL SCORE

33 MPG

$26,607
AVERAGE TRANSACTION PRICE

The Civic is known for impressive fuel economy, and with its quick steering and precise handling, it's a good choice for buyers who place value on driving enjoyment. **Key features for this trim:** Near the bottom of the lineup, the Sport trim includes 18-inch alloy wheels, a leather-wrapped steering wheel, AEB, LKA, and automatic high beams.

WHERE TO FIND THE GOOD DEALS

CR's auto experts have the advice you need to snag a great new vehicle at a really low price—no matter what size and style you're looking for.

▶ TARGET THE LESS-PRICEY MODELS, BUT KEEP YOUR OPTIONS OPEN.

You can save money by being flexible with both the size and type of car you buy. For example, small sedans tend to be less expensive than small SUVs. So if the small SUV you want has limited availability, or the price is too high due to increased demand, pivot to a second choice such as a compact hatchback, referring to CR's reviews and ratings to find alternatives in the same vehicle category and price range. You can also broaden your search area. Websites like TrueCar or CarGurus help you search by geographical area and enable you to widen your search radius to include low-priced cars that are farther afield but still close enough to see in person. Call ahead to make sure the car you want is still on the lot and will be there when you arrive.

▶ CONSIDER THE OPTIONS YOU NEED VS. THE ONES YOU WANT.

You may want the convenience and comfort of a power driver's seat, a heated steering wheel, or all-wheel drive, but those features are often available only as part of a package of other options, or in a higher trim level that can increase the price by thousands of dollars. Most of the inexpensive models CR recommends have standard active safety features, such as AEB with pedestrian detection, and all of them have power windows, locks, and mirrors. Search for lower trim levels without extra options if you want to save money.

▶ PLACE A FACTORY ORDER.

Although this approach often requires months of lead time, it may enable you to afford the model you want by avoiding the expensive options packages commonly found in cars on dealership lots. Just be sure you'll be happy with a model lacking these features. "You can order a base version of most cars, but most people will wish they had paid a few hundred dollars extra for features like automatic climate control and keyless entry," says CR's Gabe Shenhar.

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

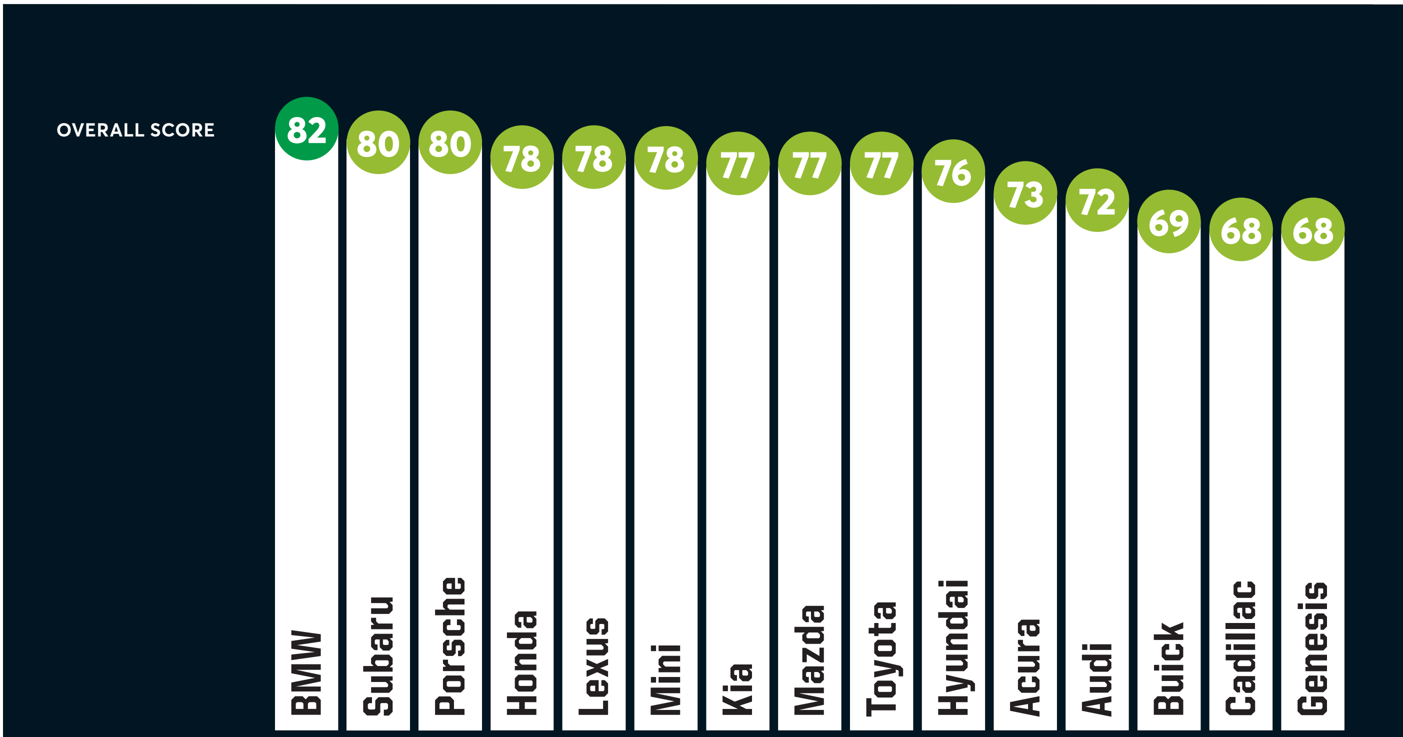
1

BRANDS THAT MA

We rank automakers from best to worst on their scores and survey results.

BY JEFF S. BARTLETT

⇊ ↓ ○ ↑ ⇈
WORSE ——— BETTER



	BMW	Subaru	Porsche	Honda	Lexus	Mini	Kia	Mazda	Toyota	Hyundai	Acura	Audi	Buick	Cadillac	Genesis
OVERALL SCORE	82	80	80	78	78	78	77	77	77	76	73	72	69	68	68
2024 RANK	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
RANK CHANGE FROM 2023	–	–	◀ 11	◀ 1	▶ 1	▶ 3	◀ 3	–	▶ 3	◀ 3	–	▶ 3	▶ 1	◀ 11	▶ 8
ROAD-TEST SCORE	88	84	84	83	78	81	83	78	78	83	74	85	76	75	80
PREDICTED RELIABILITY	↑	↑	↑	○	↑	↑	○	↑	↑	○	↑	○	○	○	○
OWNER SATISFACTION	↑	○	↑	○	○	↑	○	○	○	○	○	↓	○	○	↑
MODELS TESTED	12	9	4	10	10	2	15	7	24	12	4	9	3	6	6
MODELS RECOMMENDED	12	8	4	10	9	2	15	7	20	11	4	8	2	4	3
GREEN CHOICES	4	1	1	1	2	0	5	1	7	5	0	2	0	0	2

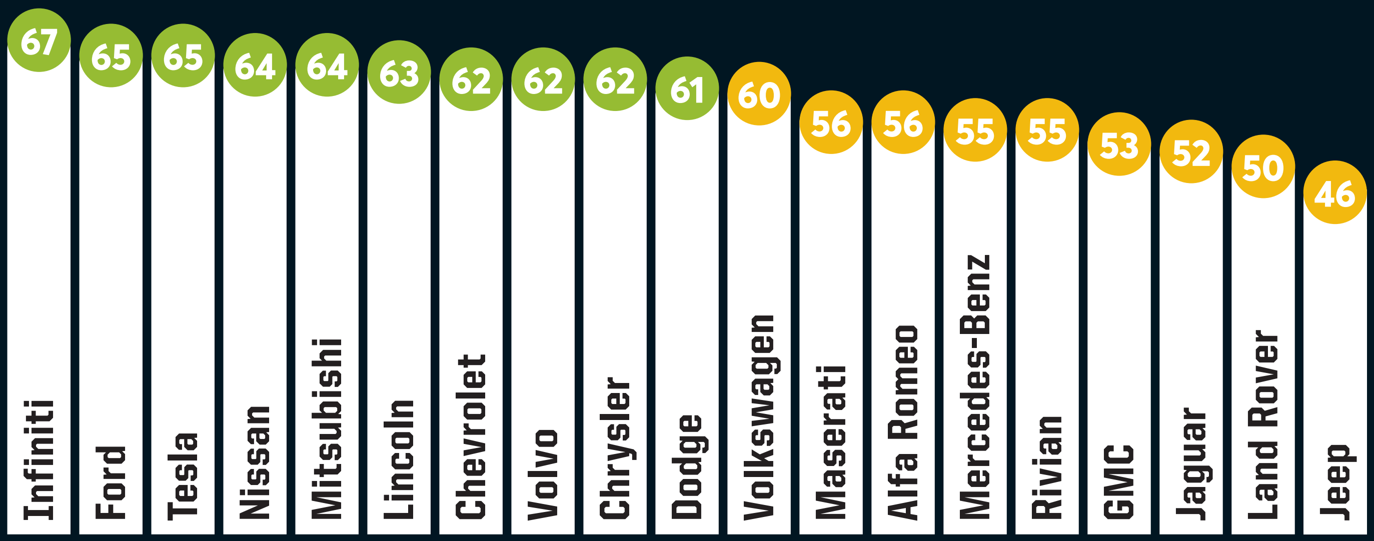
OUR ANNUAL RANKINGS of 34 automakers can steer you in the right direction when making a new-car purchase. These rankings are based on the average Overall Score, a combination of our road-test scores, predicted reliability and owner satisfaction data, and safety for all of the models from each automaker.

The top two brands this year are the same ones as 2023, with BMW leading the pack with an 82 point score, followed by Subaru—the leading mainstream brand—at 80. The key for both companies is their consistent combination of high road-test scores and very good predicted reliability. Porsche takes the third position with a score of 80. Both Porsche and Cadillac moved up 10 positions this year due to their improved reliability.

Keep in mind that even high-scoring brands can have some lower-performing

KE THE BEST CARS

HOW WE RANK THE CAR BRANDS: The **Overall Score** for individual models is based on four key factors: CR's road test, reliability, owner satisfaction, and safety. For the **road-test score**, we put vehicles through more than 50 tests. **Predicted reliability** ratings are based on problems reported by members from 20 possible trouble areas in CR's Annual Auto Surveys. **Owner satisfaction** predictions are based on whether CR members said in our surveys that they'd buy the same vehicle again if given the chance. **Safety** includes an assessment of any available crash-test results and extra points assigned to vehicles that come standard with key crash-prevention systems.



Infiniti	Ford	Tesla	Nissan	Mitsubishi	Lincoln	Chevrolet	Volvo	Chrysler	Dodge	Volkswagen	Maserati	Alfa Romeo	Mercedes-Benz	Rivian	GMC	Jaguar	Land Rover	Jeep
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
◀ 2	◀ 6	▶ 1	◀ 2	◀ 9	▶ 5	◀ 2	▶ 3	◀ 2	▶ 10	▶ 7	NA	◀ 2	▶ 2	NA	▶ 3	▶ 1	◀ 1	▶ 1
75	75	82	72	62	72	75	76	83	69	81	74	71	79	78	71	69	65	61
●	●	●	●	▲	▼	●	▼	▼	●	▼	▼	▼	▼	▼	▼	▼	▼	▼
▼	●	▲	▼	▼	●	●	●	●	●	▼	●	▲	●	▲▲	●	▼	▼	▼
4	14	4	13	4	3	12	6	2	3	8	2	3	11	2	3	3	6	7
2	6	2	7	2	1	2	1	1	0	1	0	0	0	0	0	0	0	0
0	3	4	2	1	0	2	1	1	0	1	0	0	4	2	0	1	0	1

models, so be sure to check the ratings (see page 36) for the autos you're interested in. This is especially true for bigger brands like Ford and Toyota, which have some models that performed far better than others in our tests.

Of the 34 brands CR ranked this year, we're recommending every model tested from seven: BMW, Porsche, Honda, Mini, Kia, Mazda, and Acura. Simply put: You can buy any tested model from those companies with confidence. (There are nine brands that don't have a single model recommended by CR. Consider carefully when buying one of those.)

To be included in the brand ranking, CR has to have tested at least two current models from a company. We've tested only one model from Lucid, Polestar, and Ram, so they aren't included this year.

2

NEW CAR RATINGS

AUTO CR ISSUE

↑ **TOYOTA CROWN**

NOBODY SCRUTINIZES new cars like CR's auto experts. We start by buying more than 50 new or redesigned models each year—and we do it anonymously. Then we evaluate them at our track and on nearby roads and highways. To calculate the Overall Score, we factor in the vehicle's road-test score, which includes driving performance, fuel economy, and comfort, along with its reliability and owner satisfaction ratings from our surveys of CR members. Models that come standard with key active safety features are awarded extra points.

This year we have ratings for 250 vehicles, organized by vehicle category and ranked by Overall Score, to provide you with a quick reference guide for shopping.

BY JONATHAN LINKOV

HOW TO READ THE RATINGS

Recommended Vehicles, indicated with a check mark (✓), are the models with the highest Overall Scores that meet the score threshold in their category.

Make + Model reflects the vehicle we tested and its engine size. We use the letter H to identify hybrids and the letters H+E or T+E to identify plug-in hybrids (PHEVs), which use both a gasoline engine along with an electric motor and a battery.

The **Green Choice** designation is awarded to the 2024 models that are in the top 20 percent of vehicles with the cleanest emissions, according to the Environmental Protection Agency. These are identified with a 🍃.

Overall Score reflects a weighted composite of four components: a vehicle's performance in our road tests; the latest reliability and owner satisfaction results from CR's exclusive Annual Auto Surveys; the availability of these crash-prevention systems: automatic emergency braking with pedestrian detection and at highway speeds, blind spot warning, rear cross traffic warning, and driver monitoring; and the results from government and insurance industry crash tests.

Price reflects the cost of a typically equipped version.

Survey Results reflect findings from our Annual Auto Surveys completed by CR members.

Predicted Reliability is our forecast of how well a new model will hold up based on problems our members reported in CR's Annual Auto Surveys, which cover more than 330,000 vehicles.

Owner Satisfaction is based on the percentage of surveyed owners who said they would definitely buy the same car again. To determine our reliability and owner satisfaction predictions, we use a model's last three years of data, provided it hasn't been redesigned or significantly updated. In cases where we have insufficient survey response or when a model is all new or redesigned, we use our expert judgment based on the track record of the brand and similar models.

Road-Test Results include what we think are the most relevant findings. We put each vehicle through multiple tests and evaluations, with the results comprising our road-test score. Tests such as those for braking and fuel economy are measured with precision instruments. Categories such as ride comfort, noise, and fit and finish are graded by our experts. Usability is a combination of the ease of performing everyday driving tasks, cabin ergonomics, and how the driver interacts with the infotainment system and controls. Overall mpg comes from our fuel-economy tests. For PHEVs, mpg is measured when the electric-only range is depleted. CR range is the distance covered by a full tank of gas; a tank of gas plus the EPA EV range for PHEVs; or, for EVs, how far it could go during our range test until it depleted its battery. An "E" notes that we are using the EPA's range figures.

WHY CERTAIN VEHICLES AREN'T IN THE CHARTS

Some models aren't included here because they're brand-new or have been redesigned or extensively freshened since our last test and we haven't purchased them yet or we haven't completed testing on models we've bought. The following vehicles will appear in future road tests: the Acura ZDX; BMW 530i, i5, and X2; Buick Envista; Cadillac Lyriq; Chevrolet Blazer EV and Colorado; Ford Mustang and Ranger; Hyundai Kona; Lincoln Nautilus; Kia EV9; Lexus TX; Toyota Tacoma; Tesla Cybertruck; and Volvo C40.

Advanced Safety (ADAS) identifies whether a vehicle has blind spot warning (BSW) and/or rear cross traffic warning (RCTW). Each feature must be standard on all trims to gain extra points for the Overall Score. We use S to indicate the system is standard; O means it's available on some versions. A dash (–) means no system is offered.

Make + Model	Overall Score	Price	Survey Results		Road-Test Results											ADAS
			Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles	Seat comfort, front/rear	Usability	Noise	Ride	Fit +finish	Routine handling	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	BSW/RCTW
CARS: SUBCOMPACT																
✓ **Nissan Kicks** 1.6L	65	$21,050	●	⇊	67	32	340	● / ↑	⇈	●	●	●	●	10.5	137	S
✓ **Hyundai Venue** 1.6L	64	$20,720	●	●	64	32	380	● / ↓	⇈	↓	↓	↓	↑	8.9	125	O
Nissan Versa 1.6L	58	$18,980	●	⇊	64	32	345	● / ●	⇈	●	↓	●	↑	9.6	130	O
Chevrolet Trax 1.3T	57	$24,680	●	↓	64	31	430	● / ●	↑	●	●	●	●	9.5	131	O
Mitsubishi Mirage 1.2L	38	$16,050	●	⇊	35	37	345	● / ●	↑	⇊	●	⇊	↓	12.1	138	–
CARS: COMPACT																
✓ **Kia Niro PHEV** 1.6H+E 🍃	85	$35,940	↑	↑	87	47	460+33ᴱ	↑ / ↑	↑	●	↑	●	↑	7.4	136	S
✓ **Toyota Prius (AWD)** 2.0H 🍃	80	$33,909	⇈	↑	76	51	570	↑ / ↓	●	●	●	●	↑	7.7	131	S
✓ **Kia Niro** 1.6H 🍃	79	$30,600	↑	●	83	45	500	↑ / ↑	↑	●	●	●	●	8.9	133	S
✓ **Mazda3** 2.5L	78	$24,115	↑	●	77	30	400	↑ / ●	●	↑	↑	↑	↑	7.7	125	S

PHOTO: TOYOTA

⇊ ↓ ● ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

🍃 CR GREEN CHOICE

Make + Model	Overall Score	Price	Survey Results		Road-Test Results											ADAS
			Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles	Seat comfort, front/rear	Usability	Noise	Ride	Fit +finish	Routine handling	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	BSW/RCTW
CARS: COMPACT *Continued*																
✓ **Hyundai Elantra Hybrid** 1.6H 🍃	77	$24,900	○	○	85	48	530	○ / ○	⇈	○	↑	○	↑	8.7	127	S
✓ **Toyota Prius Prime** 2.0H+E 🍃	76	$39,004	↑	↑	78	43	455+39^E	↑ / ↓	○	○	↑	○	↑	6.9	133	S
✓ **Subaru Impreza** 2.0L	76	$28,253	↑	○	78	29	480	↑ / ↑	↑	○	↑	○	↑	9.4	129	O
✓ **Toyota Corolla** 2.0L	75	$24,835	↑	○	74	36	470	○ / ○	↑	○	↑	○	↑	8.7	134	O
✓ **Hyundai Elantra** 2.0L	74	$23,000	↑	↓	79	33	405	○ / ○	⇈	○	○	○	↑	7.9	128	S
✓ **Toyota Corolla Hybrid** 1.8H 🍃	74	$25,145	↑	○	75	48	550	○ / ○	↑	○	↑	○	↑	10.3	142	O
✓ **Kia Soul** 2.0L	73	$25,320	○	○	77	28	395	↑ / ↑	⇈	○	↓	○	↑	8.8	120	O
✓ **Toyota Corolla Hatchback** 2.0L	73	$24,263	↑	↓	70	36	470	↑ / ↓	↑	○	○	○	↑	8.7	129	O
✓ **Honda Civic** 2.0L	71	$24,095	○	○	74	33	405	↑ / ↑	⇈	↓	○	○	↑	9.7	129	O
✓ **Kia Forte** 2.0L	70	$20,165	↑	⇊	71	34	475	○ / ○	⇈	↓	↓	○	↑	8.3	131	O
✓ **Nissan Sentra** 2.0L	70	$21,400	○	⇊	83	32	400	○ / ↑	⇈	↑	↑	↑	↑	8.5	129	S
Volkswagen Jetta 1.5T	55	$23,325	↓	⇊	81	34	440	↑ / ↑	⇈	↑	↑	○	↑	9.0	135	O
CARS: MIDSIZED/LARGE																
✓ **Toyota Camry Hybrid** 2.5H 🍃	93	$28,949	⇈	↑	94	47	610	↑ / ↑	⇈	↑	↑	↑	↑	7.8	138	O
✓ **Honda Accord Hybrid** 2.0H 🍃	89	$32,990	↑	○	96	40	510	○ / ↑	⇈	↑	↑	○	↑	8.0	128	S
✓ **Toyota Camry** 2.5L	88	$26,364	⇈	○	88	32	515	↑ / ↑	⇈	↑	↑	↑	↑	8.0	126	O
✓ **Kia K5** 1.6T	80	$25,610	↑	○	84	32	510	↑ / ⇈	⇈	↑	↑	↑	↑	7.7	130	S
✓ **Honda Accord** 1.5T	78	$30,705	○	↓	85	32	470	○ / ↑	⇈	↑	↑	○	↑	8.0	133	O
✓ **Toyota Crown** 2.5H 🍃	78	$47,583	○	○	85	42	605	↑ / ↑	○	↑	↑	↑	↑	8.0	134	S
✓ **Volkswagen Arteon** 2.0T	77	$43,475	○	○	89	24	425	↑ / ↑	⇈	↑	↑	↑	↑	7.9	125	S
✓ **Subaru Legacy** 2.5L	77	$27,609	○	○	89	28	515	↑ / ↑	↑	↑	⇈	↑	↑	8.9	131	O
✓ **Nissan Altima** 2.5L	76	$29,330	○	⇊	83	31	495	↑ / ↑	⇈	↑	○	↑	○	7.6	131	S
✓ **Hyundai Sonata** 2.5L	74	$28,615	○	○	83	31	485	↑ / ↑	↑	↑	○	↑	↑	7.5	127	S
✓ **Hyundai Sonata Hybrid** 2.0H 🍃	72	$31,915	○	○	81	44	690	↑ / ↑	↑	↑	○	↑	↑	8.0	135	S
Chevrolet Malibu 1.5T	67	$26,790	○	↓	81	29	370	○ / ↑	⇈	↑	↑	○	↑	8.4	130	O
CARS: LUXURY ENTRY-LEVEL																
✓ **Audi A3** 2.0T	76	$43,020	○	○	85	31	445	⇈ / ↓	↑	↑	○	↑	↑	6.8	120	O
✓ **BMW 228i Gran Coupe** 2.0T	74	$41,345	↑	↑	76	27	360	⇈ / ↓	○	↑	○	↑	↑	7.2	132	S
✓ **Acura Integra** 1.5T	71	$34,395	○	↑	79	31	380	↑ / ↑	⇈	○	○	↑	↑	7.7	129	S
✓ **Cadillac CT4** 2.0T	70	$49,215	○	○	78	25	445	⇈ / ↓	↑	↑	○	↑	⇈	7.4	129	S
Mercedes-Benz CLA250 2.0T	47	$44,390	↓	↓	66	27	365	↑ / ⇊	⇊	↑	↓	⇈	↑	6.6	131	S
CARS: LUXURY COMPACT																
✓ **BMW 330e xDrive** 2.0T+E 🍃	81	$53,455	○	⇈	87	28	300+20^E	⇈ / ○	○	↑	↑	⇈	⇈	5.8	127	O
✓ **BMW 330i xDrive** 2.0T	78	$52,995	○	○	86	29	460	⇈ / ○	○	↑	○	⇈	⇈	6.4	129	O

	Make + Model		Overall Score	Price	Survey Results		Road-Test Results											ADAS
					Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles	Seat comfort, front/rear	Usability	Noise	Ride	Fit +finish	Routine handling	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	BSW/RCTW
	CARS: LUXURY COMPACT *Continued*																	
✓	**Infiniti Q50** 3.0T		74	$48,775	○	↓	82	22	440	↑ / ○	○	↑	↑	⇈	↑	5.7	126	S
✓	**Lexus IS300** 3.5L		72	$45,345	↑	○	67	22	390	↑ / ↓	○	↑	○	⇈	↑	6.1	129	S
✓	**Audi A4** 2.0T		71	$48,890	○	○	88	27	420	⇈ / ○	○	⇈	↑	⇈	⇈	6.3	135	O
✓	**Volvo S60** 2.0T		70	$47,110	○	○	71	26	375	↑ / ○	↓	↑	○	↑	↑	7.3	125	S
✓	**Cadillac CT5** 2.0T		69	$53,520	○	○	76	24	410	⇈ / ○	↑	↑	↑	⇈	↑	7.7	127	S
✓	**Acura TLX** 2.0T		69	$45,025	↑	○	66	23	370	↑ / ○	↓	○	↑	↑	↑	6.5	136	S
	Genesis G70 2.0T		65	$43,115	○	○	73	23	360	↑ / ⇊	↑	↑	↑	⇈	⇈	7.8	137	S
	Alfa Romeo Giulia 2.0T		56	$48,890	↓	↑	71	27	410	↑ / ○	↓	↑	↑	↑	⇈	6.7	136	S
	Mercedes-Benz C300 2.0T		49	$59,770	⇊	⇊	75	29	495	⇈ / ○	↓	↑	○	⇈	⇈	6.7	141	S
	CARS: LUXURY MIDSIZED/LARGE																	
✓	**Lexus ES300h** 2.5H	🌿	88	$49,365	↑	↑	91	42	550	⇈ / ○	↓	⇈	⇈	⇈	↑	8.3	135	S
✓	**Lexus ES350** 3.5L		82	$48,855	↑	↑	83	25	395	⇈ / ○	↓	⇈	⇈	⇈	↑	6.9	132	S
✓	**Audi A6** 2.0T		76	$59,390	○	↓	91	26	505	⇈ / ⇈	○	⇈	↑	⇈	↑	6.8	129	O
✓	**Audi A8** 3.0T		74	$97,595	○	○	91	21	460	⇈ / ⇈	○	⇈	⇈	⇈	↑	6.1	133	O
✓	**Genesis G80** 2.5T		74	$56,920	○	↑	86	24	455	⇈ / ⇈	⇊	⇈	⇈	⇈	⇈	6.8	128	S
	Lexus LS500 3.4T		66	$103,899	○	○	68	20	425	⇈ / ↑	⇊	⇈	↑	⇈	↑	6.0	136	S
	Volvo S90 2.0T		58	$61,855	↓	○	71	23	360	⇈ / ↑	↓	↑	○	⇈	↑	7.2	130	S
	Maserati Ghibli 3.0T		51	$89,010	↓	↓	66	19	390	↑ / ○	○	○	↓	⇈	↑	5.4	115	S
	CARS: ELECTRIC																	
✓	**Hyundai Ioniq 6**	🌿	83	$52,975	↑	⇈	84	NA	265	↑ / ↑	○	⇈	↑	↑	↑	4.6	130	S
✓	**Kia Niro EV**	🌿	71	$42,595	○	↑	76	NA	239	↑ / ↑	↑	↑	↑	○	↑	7.1	128	S
	Chevrolet Bolt EUV	🌿	65	$43,590	○	↑	69	NA	247^{E}	○ / ↑	↑	⇈	↑	○	○	7.2	137	O
	Nissan Leaf	🌿	57	$44,330	○	↓	61	NA	212^{E}	↑ / ○	↑	↑	○	○	○	7.0	139	S
	Chevrolet Bolt	🌿	57	$36,165	↓	↑	69	NA	259^{E}	○ / ○	↑	⇈	○	○	↑	6.8	138	O
	CARS: LUXURY ELECTRIC																	
✓	**BMW i4**	🌿	83	$73,245	○	↑	91	NA	318	⇈ / ↓	○	⇈	↑	⇈	⇈	3.5	129	S
✓	**Porsche Taycan**	🌿	76	$128,520	↑	↑	78	NA	235^{E}	⇈ / ○	↓	⇈	↑	↑	⇈	4.0	130	O
✓	**Tesla Model 3**	🌿	71	$47,240	○	↑	80	NA	341^{E}	⇈ / ↓	⇊	○	↓	↑	⇈	5.3	133	–
	Lucid Air	🌿	69	$128,550	↓	○	94	NA	344	↑ / ⇈	⇊	↑	↑	⇈	⇈	3.5	120	S
	Tesla Model S	🌿	63	$92,690	↓	↑	86	NA	366	↑ / ○	⇊	⇈	↑	↑	○	3.2	125	–
	Mercedes-Benz EQE	🌿	59	$80,210	↓	○	84	NA	332	↑ / ○	↓	⇈	⇈	↑	↑	5.5	121	S
	Mercedes-Benz EQS	🌿	59	$135,875	⇊	○	90	NA	380	⇈ / ↑	⇊	⇈	⇈	⇈	↑	4.0	133	S
	Polestar 2	🌿	36	$62,400	⇊	○	66	NA	276^{E}	↑ / ↓	⇊	↑	↓	↑	↑	4.4	123	S

⇊ ↓ ○ ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

🌿 CR GREEN CHOICE

	Make + Model	Overall Score	Price	Survey Results		Road-Test Results											ADAS
				Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles	Seat comfort, front/rear	Usability	Noise	Ride	Fit +finish	Routine handling	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	BSW/RCTW
	SPORTS CARS: 2-SEAT																
✓	**Porsche 718 Boxster** 2.0T	85	$69,790	↑	↑	95	26	365	↑ / NA	ǀ	↓	↓	⇈	⇈	4.4	108	O / –
✓	**Toyota Supra** 3.0T	84	$56,115	↑	↑	91	27	365	↑ / NA	ǀ	↓	↓	↑	⇈	4.6	115	O
✓	**Chevrolet Corvette** 6.2L	81	$77,680	ǀ	⇈	97	19	360	↑ / NA	ǀ	ǀ	ǀ	⇈	⇈	3.4	113	O
✓	**Mazda MX-5 Miata** 2.0L	80	$32,715	↑	⇈	80	34	400	ǀ / NA	ǀ	⇊	↓	ǀ	⇈	6.7	124	S
✓	**BMW Z4** 2.0T	80	$59,195	↑	↑	86	29	395	⇈ / NA	ǀ	↓	⇊	⇈	⇈	6.1	111	O
✓	**Nissan Z** 3.0T	71	$52,125	ǀ	↑	80	24	400	ǀ / NA	↑	↓	↓	↑	⇈	5.1	121	S
	SPORTS CARS: 4/5-SEAT																
✓	**Subaru BRZ** 2.4L	85	$32,115	↑	ǀ	86	27	360	↑ / ⇊	⇈	↓	ǀ	ǀ	⇈	6.3	117	O
✓	**Subaru WRX** 2.4T	83	$33,227	↑	↑	83	25	420	↑ / ǀ	↑	↓	↓	ǀ	⇈	5.8	124	O
✓	**Toyota GR86** 2.4L	83	$32,206	↑	ǀ	83	28	375	↑ / ⇊	⇈	↓	↓	ǀ	⇈	6.3	119	O
✓	**BMW 230i** 2.0T	80	$39,595	↑	↑	85	31	425	⇈ / ⇊	ǀ	↑	ǀ	↑	⇈	6.4	128	S
✓	**Mini Cooper S** 2.0T	78	$29,945	↑	↑	80	30	320	↑ / ⇊	ǀ	ǀ	ǀ	↑	⇈	7.2	130	–
✓	**Honda Civic Si** 1.5T	71	$28,315	ǀ	ǀ	74	32	390	↑ / ↑	⇈	↓	↓	↑	⇈	7.3	134	O
	Chevrolet Camaro 6.2L	68	$47,020	ǀ	ǀ	85	20	355	↑ / ⇊	↑	ǀ	ǀ	↑	⇈	4.4	112	O
	Volkswagen Golf GTI 2.0T	61	$36,539	↓	⇊	85	28	365	↑ / ǀ	⇊	↑	ǀ	↑	⇈	6.4	127	S
	MINIVANS																
✓	**Kia Carnival** 3.5L	83	$40,785	↑	ǀ	85	21	395	↑ / ↑	⇈	↑	↑	↑	ǀ	8.4	129	S
✓	**Toyota Sienna** 2.5H	77	$43,570	ǀ	↑	84	36	650	↑ / ⇈	↑	↑	↑	ǀ	ǀ	8.2	148	S
✓	**Honda Odyssey** 3.5L	76	$43,655	ǀ	↑	83	22	425	↑ / ⇈	↑	↑	↑	↑	ǀ	8.1	136	S
✓	**Chrysler Pacifica** 3.6L	70	$44,345	ǀ	ǀ	81	21	390	↑ / ↑	⇈	↑	↑	↑	ǀ	8.0	136	S
	Chrysler Pacifica PHEV 3.6H+E 🍃	53	$54,825	⇊	↓	86	27	$440+32^{E}$	↑ / ↑	⇈	↑	↑	↑	ǀ	8.3	145	S
	SUVs: SUBCOMPACT																
✓	**Subaru Crosstrek** 2.0L	87	$29,685	⇈	↑	82	29	490	↑ / ↑	↑	ǀ	⇈	ǀ	↑	10.1	128	O
✓	**Toyota Corolla Cross Hybrid** 2.0H	79	$31,795	↑	ǀ	82	41	430	ǀ / ǀ	↑	ǀ	↑	ǀ	ǀ	7.7	126	O
✓	**Honda HR-V** 2.0L	74	$28,790	⇈	↓	70	27	380	ǀ / ↑	⇈	ǀ	ǀ	ǀ	ǀ	11.1	130	O
✓	**Toyota Corolla Cross** 2.0L	69	$28,329	↑	↓	68	28	370	ǀ / ǀ	↑	ǀ	ǀ	ǀ	ǀ	9.3	128	O
✓	**Kia Seltos** 2.0L	68	$24,820	ǀ	⇊	73	28	365	ǀ / ↑	⇈	↓	↓	ǀ	↑	9	128	O
✓	**Mazda CX-30** 2.5L	67	$28,645	↑	↓	65	27	340	↑ / ǀ	ǀ	ǀ	ǀ	↑	↑	8.7	133	S
	Chevrolet Trailblazer 1.3T	63	$28,360	ǀ	↓	68	27	360	ǀ / ↑	↑	ǀ	ǀ	ǀ	ǀ	9.5	133	O
	Volkswagen Taos 1.5T	47	$33,064	⇊	⇊	75	26	380	↑ / ⇈	↑	↑	ǀ	ǀ	↑	9.4	130	O
	Jeep Renegade 1.3T	44	$27,525	↓	⇊	56	24	300	ǀ / ǀ	↑	ǀ	↓	ǀ	ǀ	9.9	130	S
	SUVs: COMPACT																
✓	**Toyota RAV4 Prime** 2.5H+E 🍃	89	$45,923	⇈	↑	88	34	$500+42^{E}$	↑ / ↑	↑	↑	↑	↑	↑	6.3	142	S
✓	**Subaru Forester** 2.5L	88	$32,755	⇈	↑	90	28	465	↑ / ⇈	⇈	ǀ	↑	↑	↑	9.2	130	O

Make + Model	Overall Score	Price	Survey Results		Road-Test Results											ADAS
			Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles	Seat comfort, front/rear	Usability	Noise	Ride	Fit +finish	Routine handling	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	BSW/RCTW
SUVs: COMPACT *Continued*																
✓ **Kia Sportage PHEV** 1.6T+E 🌿	87	$41,320	↑	○	92	31	345+34^E	↑ / ⇈	↑	↑	↑	↑	↑	7.4	130	O
✓ **Honda CR-V** 1.5T	85	$34,250	↑	↑	88	26	360	↑ / ⇈	⇈	↑	↑	○	↑	8.8	129	O
✓ **Hyundai Tucson Hybrid** 1.6T+H	85	$33,194	○	○	94	35	480	↑ / ⇈	↑	↑	↑	↑	↑	7.7	132	S
✓ **Honda CR-V Hybrid** 2.0H	84	$35,650	○	↑	93	35	495	↑ / ⇈	⇈	○	↑	○	↑	8.4	133	S
✓ **Hyundai Tucson** 2.5L	82	$31,969	↑	○	85	26	370	↑ / ⇈	⇈	↑	↑	↑	↑	9.6	130	S
✓ **Hyundai Tucson PHEV** 1.6T+E 🌿	82	$39,440	○	○	94	31	345+33^E	↑ / ⇈	↑	↑	↑	↑	↑	7.4	130	S
✓ **Mitsubishi Outlander PHEV** 2.4H+E 🌿	82	$47,225	⇈	○	79	25	365+38^E	↑ / ↑	⇈	↑	○	↑	↑	7.2	135	S
✓ **Kia Sportage Hybrid** 1.6T+H	79	$32,905	○	○	85	36	490	↑ / ⇈	↑	↑	↑	↑	↑	7.7	139	O
✓ **Toyota RAV4 Hybrid** 2.5H	78	$34,193	↑	↑	80	37	540	↑ / ↑	↑	○	○	○	↑	7.8	139	O
✓ **Mazda CX-50** 2.5L	77	$38,620	↑	↓	78	24	375	↑ / ↑	○	↑	○	↑	↑	9.3	131	S
✓ **Mitsubishi Outlander** 2.5L	77	$34,340	⇈	○	71	25	360	↑ / ↑	⇈	○	↓	↑	↑	9.8	133	S
✓ **Toyota RAV4** 2.5L	75	$32,109	↑	↓	73	27	395	↑ / ↑	↑	↓	○	○	↑	8.3	131	O
✓ **Mazda CX-5** 2.5L	75	$31,190	↑	○	77	24	370	↑ / ↑	○	↑	↑	↑	↑	8.6	133	S
✓ **Kia Sportage** 2.5L	74	$31,220	○	○	77	25	355	↑ / ⇈	↑	↑	↑	↑	↑	10.0	134	O
✓ **Ford Escape PHEV (FWD)** 2.5H+E 🌿	74	$43,725	○	↑	87	37	405+37^E	○ / ↑	○	↑	↑	↑	↑	8.2	133	S
✓ **Chevrolet Equinox** 1.5T	71	$33,730	○	↓	77	25	385	↑ / ↑	⇈	↑	↑	○	↑	9.6	132	O
✓ **Nissan Rogue** 1.5T	70	$34,905	○	↓	81	25	360	↑ / ↑	⇈	↑	○	↑	↑	9.1	134	S
✓ **Ford Escape Hybrid** 2.5H	70	$37,175	○	○	82	34	485	○ / ↑	○	↑	○	○	↑	8.3	128	S
Volkswagen Tiguan 2.0T	63	$31,645	↓	↓	84	25	380	↑ / ⇈	↑	↑	↑	↑	↑	10.3	131	O
Dodge Hornet PHEV 1.3T+E	62	$42,995	○	↑	70	29	320+32^E	↑ / ○	↓	○	○	○	↑	6.3	131	S
Ford Escape 1.5T	59	$33,850	↓	⇊	71	26	405	○ / ↑	○	○	○	○	↑	8.9	128	S
Mitsubishi Eclipse Cross 1.5T	59	$31,495	○	↓	61	24	380	○ / ↑	○	○	○	○	○	9.9	132	O
Ford Bronco Sport 1.5T	58	$33,655	↓	○	75	25	395	↑ / ↑	⇈	○	○	↑	↑	8.9	126	S
Dodge Hornet 2.0T	55	$34,675	○	↑	59	23	315	↑ / ○	↓	○	↓	○	↑	6.4	132	S
SUVs: MIDSIZED																
✓ **Subaru Outback** 2.4T	79	$39,572	○	↑	89	24	440	⇈ / ↑	↑	↑	⇈	↑	↑	7.1	132	O
✓ **Toyota Venza** 2.5H	79	$40,160	↑	○	79	37	535	↑ / ↑	↓	↑	↑	↑	↑	7.8	137	S
✓ **Ford Edge** 2.0T	79	$42,610	↑	○	81	22	405	↑ / ⇈	↑	↑	↑	↑	↑	7.7	129	S
✓ **Honda Passport** 3.5L	70	$39,937	○	○	76	21	400	↑ / ↑	↑	↑	○	↑	○	6.4	135	S
✓ **Nissan Murano** 3.5L	69	$42,065	○	○	74	21	395	↑ / ↑	↑	↑	↑	⇈	○	7.7	131	S
Toyota 4Runner 4.0L	63	$40,695	⇈	↑	53	17	400	↑ / ↑	↑	↑	○	○	↓	7.7	131	S
Chevrolet Blazer 3.6L	60	$43,290	↓	○	78	19	420	↑ / ↑	⇈	↑	↑	↑	↑	6.4	130	O
Volkswagen Atlas Cross Sport 2.0T	57	$40,580	↓	○	77	21	385	↑ / ⇈	↑	↑	↑	↑	↑	8.7	131	S

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WORSE — BETTER

✓ CR RECOMMENDED

🌿 CR GREEN CHOICE

	Make + Model	Overall Score	Price	Survey Results		Road-Test Results											ADAS
				Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles	Seat comfort, front/rear	Usability	Noise	Ride	Fit +finish	Routine handling	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	BSW/RCTW
	SUVs: MIDSIZED *Continued*																
	Jeep Grand Cherokee 4xe 2.0T+E 🌿	55	$64,795	↓	│	75	21	400+25^{E}	↑ / ↑	│	↑	↑	↑	│	6.1	142	S
	Jeep Grand Cherokee 3.6L	54	$50,590	↓	↓	73	20	465	↑ / ↑	│	↑	↑	↑	│	7.8	138	S
	Ford Bronco 2.7T	46	$53,505	↓	↑	51	18	385	↑ / │	↑	↓	│	│	│	7.0	149	O
	Jeep Wrangler 3.6L	25	$48,400	↓	│	34	18	395	│ / │	↑	↓	↓	│	↓	7.3	144	O
	SUVs: MIDSIZED 3-ROW																
✓	**Toyota Highlander Hybrid** 2.5H	85	$47,595	↑	↑	86	35	590	↑ / ⇈	↑	↑	↑	↑	↑	8.0	141	S
✓	**Kia Telluride** 3.8L	84	$40,855	│	⇈	92	21	390	↑ / ⇈	↑	⇈	↑	↑	│	7.2	127	S
✓	**Hyundai Palisade** 3.8L	83	$43,415	↑	↑	85	21	395	↑ / ⇈	↑	⇈	↑	↑	│	7.1	132	S
✓	**Mazda CX-90** 3.3T	82	$48,670	↑	↓	85	24	435	↑ / ↑	↓	↑	↑	↑	↑	7.2	128	S
✓	**Mazda CX-90 PHEV** 2.5T+E 🌿	80	$55,150	↑	│	81	23	430+25^{E}	↑ / ↑	↓	│	│	↑	↑	6.8	130	S
✓	**Toyota Highlander** 2.4T	80	$46,328	↑	│	82	22	400	↑ / ⇈	↑	↑	↑	↑	│	7.7	133	S
✓	**Toyota Grand Highlander** 2.4T	80	$49,457	↑	↑	81	22	390	↑ / ⇈	↑	↑	↑	↑	│	8.0	134	S
✓	**Subaru Ascent** 2.4T	79	$43,867	│	↑	90	22	420	↑ / ⇈	⇈	↑	⇈	↑	│	8.0	129	O
✓	**Kia Sorento Hybrid** 1.6T+H	77	$40,975	│	⇊	86	28	500	↑ / ↑	↑	↑	↑	↑	↑	8.1	132	S
✓	**Honda Pilot** 3.5L	77	$50,240	│	⇈	85	21	380	↑ / ↑	⇈	↑	↑	↑	│	7.7	129	O
✓	**Kia Sorento** 2.5T	72	$38,725	│	↓	82	25	435	↑ / ↑	⇈	↑	│	↑	↑	6.5	133	S
	Dodge Durango 3.6L	66	$43,525	│	↓	78	18	445	⇈ / ↑	⇈	⇈	⇈	↑	│	8.3	134	S
	Nissan Pathfinder 3.5L	62	$46,375	↓	↓	81	21	385	↑ / ⇈	⇈	↑	│	↑	↑	7.6	138	S
	Volkswagen Atlas 2.0T	62	$44,165	↓	↓	82	21	385	↑ / ⇈	↑	↑	↑	↑	↑	8.7	135	S
	Ford Explorer 2.3T	60	$49,940	↓	↓	74	21	370	↑ / ↑	↑	↑	│	↑	↑	7.4	136	S
	Jeep Grand Cherokee L 3.6L	51	$55,265	↓	↓	71	19	445	↑ / ↑	│	↑	↑	↑	│	8.8	141	S
	SUVs: LARGE																
	Toyota Sequoia 3.4T+H	64	$70,508	↑	↑	57	18	395	↑ / ↑	↑	↑	│	│	↓	6.8	145	S
	Ford Expedition MAX 3.5T	60	$75,430	│	│	66	16	460	↑ / ⇈	⇈	↑	│	↑	↓	7.3	143	S
	Nissan Armada 5.6L	57	$63,020	│	↓	60	14	365	↑ / ↑	↑	⇈	↑	⇈	↓	6.7	133	S
	Chevrolet Suburban 5.3L	52	$74,375	↓	│	69	16	440	⇈ / ⇈	↑	⇈	↑	↑	│	7.6	145	O
	GMC Yukon 5.3L	51	$65,790	↓	│	67	17	400	⇈ / ⇈	↑	⇈	↑	↑	│	7.8	145	O
	GMC Yukon XL 5.3L	51	$71,245	↓	│	67	16	440	⇈ / ⇈	↑	⇈	↑	↑	│	7.6	145	O
	Chevrolet Tahoe 5.3L	50	$63,650	↓	│	67	17	400	⇈ / ⇈	↑	⇈	↑	↑	│	7.8	145	O
	Jeep Wagoneer 5.7L	50	$81,630	↓	│	66	15	395	⇈ / ↑	│	⇈	↑	⇈	│	7.1	149	S
	SUVs: LUXURY ENTRY-LEVEL																
✓	**BMW X1** 2.0T	79	$46,495	│	⇊	86	28	405	⇈ / ↑	↓	↑	│	⇈	↑	7.1	124	S
✓	**Lexus UX250h** 2.0H	78	$37,740	⇈	↓	75	37	395	↑ / ↓	│	↑	↑	↑	↑	8.8	137	S

	Make + Model	**Overall Score**	**Price**	**Survey Results**		**Road-Test Results**												**ADAS**
				Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles	Seat comfort, front/rear	Usability	Noise	Ride	Fit +finish	Routine handling	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	BSW/RCTW
	SUVs: LUXURY ENTRY-LEVEL *Continued*																
✓	**Mini Cooper Countryman** 2.0T	77	$39,535	↑	↑	81	25	405	⇈ / ↑	○	○	○	↑	⇈	8.3	120	–
✓	**Audi Q3** 2.0T	70	$43,940	○	↓	82	23	365	⇈ / ↑	↑	↑	↑	↑	↑	7.8	126	S
	Cadillac XT4 2.0T	64	$49,430	○	↓	76	23	370	⇈ / ○	↑	○	○	↑	↑	7.6	128	S
	Volvo XC40 2.0T	63	$41,510	○	○	70	24	335	⇈ / ↑	⇊	↑	○	↑	↑	7.3	132	S
	Buick Encore GX 1.3T	63	$33,145	○	↓	68	26	340	○ / ○	↑	○	○	↑	↑	9.4	126	S
	Alfa Romeo Tonale 1.3T+E	54	$47,790	↓	↑	69	29	320+32^E	↑ / ○	↓	○	○	○	↑	6.3	131	S
	Jaguar E-Pace 2.0T	52	$48,070	↓	↓	67	21	380	↑ / ↑	○	↑	○	↑	↑	7.9	129	S
	Mercedes-Benz GLA250 2.0T	52	$43,475	↓	⇊	75	27	360	↑ / ○	⇊	↑	○	↑	↑	6.8	133	S
	SUVs: LUXURY COMPACT																
✓	**BMW X3** 2.0T	86	$53,745	↑	↑	90	24	410	⇈ / ↑	○	⇈	↑	⇈	↑	7.7	128	S
✓	**Lexus NX350h** 2.5H	83	$47,590	↑	↑	84	38	550	↑ / ↑	↓	↑	↑	⇈	↑	7.6	138	S
✓	**Acura RDX** 2.0T	81	$43,995	↑	○	80	22	375	⇈ / ↑	↓	↑	○	↑	↑	7.0	127	S
✓	**Porsche Macan** 2.9T	76	$63,290	↑	↑	79	19	370	⇈ / ↑	○	⇈	○	⇈	⇈	6.4	130	O / –
✓	**Lincoln Corsair** 2.0T	72	$50,870	○	○	80	23	365	↑ / ↑	↓	↑	↑	⇈	↑	7.2	128	S
✓	**Lexus NX350** 2.4T	72	$47,765	○	○	78	25	360	↑ / ↑	↓	↑	↑	⇈	↑	7.2	127	S
✓	**Cadillac XT5** 3.6L	71	$51,025	○	○	75	20	445	↑ / ↑	↑	⇈	○	⇈	↑	7.1	132	O
✓	**Buick Envision** 2.0T	69	$43,180	○	○	77	23	370	↑ / ↑	↑	↑	↑	↑	○	7.5	127	S
	Audi Q5 2.0T	67	$51,570	○	↓	82	24	455	↑ / ↑	○	↑	↑	↑	↑	6.8	130	S
	Infiniti QX50 2.0T	67	$51,380	○	⇊	75	22	340	↑ / ↑	↓	↑	○	⇈	○	7.2	129	S
	Genesis GV70 2.5T	63	$51,095	↓	↑	81	24	410	⇈ / ↑	⇊	↑	↑	⇈	↑	7.5	135	S
	Maserati Grecale 2.0T	62	$77,845	↓	↑	83	24	405	↑ / ↑	↓	↑	○	⇈	↑	6.2	129	O
	Volvo XC60 2.0T	60	$50,040	↓	↓	77	23	430	⇈ / ↑	↓	↑	○	⇈	↑	8.0	124	S
	Alfa Romeo Stelvio 2.0T	57	$52,040	↓	○	74	24	410	○ / ○	↓	↑	↑	↑	⇈	7.0	132	S
	Volvo XC60 PHEV 2.0T+E 🌿	56	$67,290	↓	↓	86	28	535+35^E	⇈ / ↑	⇊	↑	○	⇈	↑	4.8	129	S
	Mercedes-Benz GLB250 2.0T	55	$47,435	↓	⇊	81	26	415	↑ / ↓	⇊	↑	↑	↑	↑	6.8	125	S
	Land Rover Range Rover Velar 2.0T	53	$59,503	↓	↓	74	21	335	↑ / ↑	↓	↑	○	⇈	↑	8.4	130	S
	Jaguar F-Pace 3.0T	51	$53,895	↓	↓	69	20	330	⇈ / ↑	○	○	○	↑	↑	6.0	129	S
	Mercedes-Benz GLC300 2.0T	51	$58,195	⇊	↑	78	26	450	⇈ / ↑	↓	↑	○	⇈	↑	6.6	127	S
	Land Rover Discovery Sport 2.0T	46	$49,895	↓	↓	57	21	370	↑ / ⇈	○	○	↓	↑	○	8.6	136	S
	Land Rover Range Rover Evoque 2.0T	46	$56,997	↓	↓	56	20	350	↑ / ○	↓	↑	○	⇈	↑	8.3	126	S
	SUVs: LUXURY MIDSIZED																
✓	**BMW X5** 3.0T	92	$68,730	⇈	⇈	94	23	495	⇈ / ↑	○	⇈	↑	⇈	↑	6.0	129	S
✓	**BMW X5 PHEV** 3.0T+E 🌿	88	$82,945	○	⇈	98	21	375+39^E	⇈ / ↑	○	⇈	⇈	⇈	↑	4.4	126	S

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WORSE ⟷ BETTER

✓ CR RECOMMENDED

🌿 CR GREEN CHOICE

	Make + Model	Overall Score	Price	Survey Results		Road-Test Results											ADAS
				Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles	Seat comfort, front/rear	Usability	Noise	Ride	Fit +finish	Routine handling	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	BSW/RCTW
	SUVs: LUXURY MIDSIZED *Continued*																
✓	**Lexus RX350h** 2.5H	83	$59,955	↑	↑	86	34	585	↑ / ⇈	↓	↑	↑	⇈	○	7.8	137	S
✓	**Porsche Cayenne** 3.0T	81	$79,280	↑	↑	84	21	510	⇈ / ⇈	↓	⇈	○	⇈	⇈	6.5	131	S
✓	**Lexus RX350** 2.4T	78	$55,595	↑	↑	79	24	420	↑ / ⇈	↓	↑	↑	⇈	○	7.5	132	S
	Mercedes-Benz GLE450 3.0T	61	$75,090	↓	○	76	20	455	⇈ / ⇈	⇊	⇈	↑	⇈	○	6.0	132	S
	Land Rover Range Rover Sport 3.0T	61	$92,170	↓	↑	81	20	480	⇈ / ⇈	↓	⇈	⇈	⇈	↑	7.2	133	S
	Genesis GV80 3.5T	61	$65,775	↓	↑	75	18	375	⇈ / ↑	⇊	⇈	↑	⇈	↑	6.0	129	S
	Land Rover Defender 3.0T	47	$70,710	↓	↓	57	18	435	↑ / ↑	↓	↑	○	↑	○	6.9	147	S
	SUVs: LUXURY MIDSIZED 3-ROW																
✓	**Audi Q7** 3.0T	76	$71,010	○	↓	87	20	440	⇈ / ⇈	○	⇈	↑	⇈	↑	7.0	133	S
✓	**Cadillac XT6** 3.6L	72	$62,515	○	○	76	18	385	↑ / ↑	↑	⇈	↑	↑	↑	7.1	134	S
✓	**Acura MDX** 3.5L	70	$55,125	○	○	74	20	365	⇈ / ⇈	⇊	↑	↑	⇈	↑	7.4	139	S
✓	**Infiniti QX60** 3.5L	70	$59,835	○	↓	81	21	385	↑ / ↑	↑	↑	↑	⇈	↑	6.7	138	S
	Volvo XC90 2.0T	66	$56,805	↓	○	80	20	380	⇈ / ⇈	↓	↑	○	⇈	○	7.7	126	S
	Lincoln Aviator 3.0T	62	$64,920	↓	↓	78	19	385	↑ / ↑	↓	⇈	↑	⇈	↑	6.2	138	S
	Land Rover Discovery 3.0T	49	$69,260	↓	↓	65	17	405	↑ / ○	○	⇈	↑	⇈	○	7.3	138	S
	SUVs: LUXURY LARGE																
✓	**BMW X7** 3.0T	78	$84,095	○	↑	90	22	475	⇈ / ⇈	○	⇈	↑	⇈	↑	6.5	136	S
✓	**Buick Enclave** 3.6L	77	$55,680	○	○	82	18	395	↑ / ⇈	↑	⇈	↑	↑	↑	7.4	130	S
	Mercedes-Benz GLS450 3.0T	65	$89,030	↓	○	82	20	540	⇈ / ⇈	⇊	⇈	↑	⇈	○	6.4	133	S
	Cadillac Escalade 6.2L	63	$98,740	○	⇈	72	16	375	⇈ / ⇈	○	⇈	↑	⇈	○	6.5	136	O
	Infiniti QX80 5.6L	56	$63,395	○	↓	62	15	400	↑ / ↑	↑	↑	↑	⇈	↓	6.9	139	S
	Lincoln Navigator 3.5T	54	$86,480	↓	○	58	16	455	○ / ⇈	○	⇈	↑	⇈	↓	6.2	144	S
	SUVs: ELECTRIC																
✓	**Kia EV6**	🌿 77	$52,840	○	↑	86	NA	277	↑ / ○	○	⇈	↑	↑	⇈	4.7	126	S
✓	**Nissan Ariya**	🌿 70	$63,020	↑	↑	70	NA	253	↑ / ↑	○	↑	○	↑	↑	5.4	130	S
✓	**Ford Mustang Mach-E**	🌿 70	$55,800	○	↑	74	NA	299	↑ / ↑	○	⇈	○	↑	⇈	5.3	136	S
	Hyundai Ioniq 5	🌿 67	$51,020	↓	↑	86	NA	267	↑ / ↑	○	⇈	↑	↑	↑	4.7	131	S
	Subaru Solterra	🌿 62	$50,432	○	↓	67	NA	210	↑ / ○	○	↑	○	↑	↑	6.4	135	S
	Toyota bZ4X	🌿 62	$51,009	○	↓	67	NA	210	↑ / ○	○	↑	○	↑	↑	6.4	135	S
	Volkswagen ID.4	🌿 56	$50,870	↓	↓	75	NA	253	⇈ / ↑	⇊	⇈	↑	↑	↑	5.8	134	S
	SUVs: ELECTRIC 3-ROW																
	Mercedes-Benz EQS SUV	🌿 58	$111,580	↓	↑	83	NA	314	⇈ / ⇈	↓	⇈	↑	⇈	↑	5.6	126	S
	Tesla Model X	🌿 53	$109,200	↓	↑	74	NA	348^{E}	⇈ / ○	⇊	↑	○	⇈	○	4.9	127	–
	Rivian R1S	🌿 52	$79,250	↓	⇈	72	NA	316^{E}	↑ / ↑	⇊	↑	○	↑	↑	3.5	132	S

	Make + Model		Overall Score	Price	Survey Results		Road-Test Results											ADAS
					Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles	Seat comfort, front/rear	Usability	Noise	Ride	Fit +finish	Routine handling	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	BSW/RCTW
	SUVs: ELECTRIC LUXURY																	
✓	**BMW iX**	🌿	84	$92,695	○	↑	91	NA	370	↑ / ↑	↓	⇈	⇈	⇈	↑	4.3	127	S
✓	**Genesis GV60**	🌿	75	$60,220	○	↑	86	NA	251	↑ / ↑	○	⇈	↑	⇈	↑	5.1	131	S
✓	**Lexus RZ**	🌿	74	$63,405	↑	○	70	NA	202	↑ / ○	↓	⇈	↑	↑	↑	4.9	138	S
✓	**Tesla Model Y**	🌿	72	$61,190	○	↑	88	NA	330^{E}	⇈ / ↑	⇊	↑	↓	↑	⇈	4.7	121	–
✓	**Audi Q8 E-Tron**	🌿	70	$80,450	○	○	86	NA	285^{E}	⇈ / ⇈	○	⇈	⇈	⇈	↑	6.3	131	S
✓	**Genesis Electrified GV70**	🌿	69	$67,595	○	↑	79	NA	220	⇈ / ↑	⇊	⇈	↑	⇈	↑	4.0	133	S
✓	**Audi Q4 E-Tron**	🌿	69	$60,580	○	↓	76	NA	226	⇈ / ↑	○	⇈	○	↑	↑	5.9	133	S
	Jaguar I-Pace	🌿	54	$86,841	↓	↓	72	NA	246^{E}	↑ / ↑	↓	⇈	○	⇈	⇈	4.3	136	S
	Mercedes-Benz EQE SUV	🌿	54	$84,690	↓	↑	76	NA	284	⇈ / ↑	↓	⇈	↑	↑	↑	5.9	124	S
	PICKUPS: SMALL																	
✓	**Ford Maverick** 2.0T		78	$29,965	↑	↑	78	23	380	↑ / ○	⇈	○	○	○	↑	7.1	127	O
✓	**Ford Maverick Hybrid** 2.5H		77	$32,925	○	⇈	82	37	505	↑ / ○	⇈	↑	○	○	↑	8.3	129	O
✓	**Hyundai Santa Cruz** 2.5T		74	$42,050	○	↑	77	24	425	↑ / ○	⇈	↑	↑	↑	↑	6.6	132	S
	PICKUPS: MIDSIZED																	
✓	**Honda Ridgeline** 3.5L		77	$36,480	○	↑	83	20	380	↑ / ○	↑	↑	↑	↑	○	7.3	134	O
	Nissan Frontier 3.8L		48	$40,630	↓	↓	67	18	370	○ / ↓	⇈	○	↓	○	○	7.5	128	O
	Jeep Gladiator 3.6L		45	$46,405	↓	○	52	18	400	○ / ○	↑	↓	○	○	↓	7.8	135	O
	PICKUPS: FULL-SIZED																	
✓	**Ram 1500** 5.7L		71	$53,120	○	↑	83	17	440	↑ / ⇈	↑	⇈	↑	○	○	7.1	137	O
✓	**Ram 1500** 3.0D		71	$53,120	○	↑	83	23	600	↑ / ⇈	↑	↑	↑	○	○	8.8	138	O
	Nissan Titan 5.6L		64	$44,370	○	↓	70	16	405	↑ / ○	⇈	↑	○	○	○	6.7	131	S
	Ford F-150 2.7T		63	$55,535	↓	○	75	19	485	↑ / ⇈	↑	⇈	○	○	↓	6.7	143	O
	Chevrolet Silverado 1500 5.3L		56	$50,225	↓	○	78	17	400	○ / ⇈	↑	↑	○	○	○	6.9	136	O
	Chevrolet Silverado 1500 3.0D		56	$50,225	↓	○	78	23	560	○ / ⇈	↑	↑	○	○	↓	7.9	144	O
	GMC Sierra 1500 5.3L		56	$52,100	↓	○	78	17	400	○ / ⇈	↑	↑	○	○	○	6.9	136	O
	GMC Sierra 1500 3.0D		56	$52,100	↓	○	78	23	560	○ / ⇈	↑	↑	○	○	↓	7.9	144	O
	Toyota Tundra 3.4T		54	$53,393	↓	○	71	17	540	↑ / ⇈	↑	↑	○	○	↓	6.3	140	O
	Ford F-150 Hybrid 3.5T+H		54	$69,935	⇊	↓	79	20	600	↑ / ⇈	↑	⇈	○	○	↓	6.3	141	O
	PICKUPS: ELECTRIC																	
	Ford F-150 Lightning	🌿	69	$80,889	↓	○	81	NA	270	↑ / ⇈	○	⇈	↑	○	○	4.3	144	S
	Rivian R1T	🌿	58	$74,500	↓	⇈	84	NA	334	↑ / ↑	⇊	↑	↑	↑	↑	3.8	135	S

⇊ ↓ ○ ↑ ⇈
WORSE ├──┤ BETTER

✓ CR RECOMMENDED

🌿 CR GREEN CHOICE

3

NEW CAR REVIEWS

AUTO CR ISSUE

THE 260 SUVs, trucks, cars, and minivans on the following pages each have a review from Consumer Reports' auto experts, along with a predicted reliability rating from our exclusive member surveys. Each of the models we've tested include CR's overall fuel economy or driving range for electric vehicles and plug-in hybrid electric vehicles, and an Overall Score, which is a composite of the road-test score, predicted reliability, and owner satisfaction from CR's auto surveys, as well as the results of any crash tests conducted by the federal government and insurance industry, and the availability of crash-prevention systems.

BY JONATHAN LINKOV

↑ **SUBARU BRZ**

HOW TO READ THE REVIEWS

Recommended Vehicles, identified by a check mark (✓), are those that achieved a high Overall Score in their category. If the vehicle was tested by the National Highway Traffic Safety Administration and/or the Insurance Institute for Highway Safety, it must also have scored adequately in those tests. (Not all cars are tested by these groups.)

Overall Score is a combination of a vehicle's road-test performance, the reliability and owner satisfaction results from our Annual Auto Surveys, government and insurance-industry crash-test results, and the availability of crash-prevention systems.

Price is the manufacturer's suggested retail base price range, and doesn't include any options or destination charges. An "E" indicates an estimated price if the automaker hasn't announced final pricing at the time of publication.

Reliability is our prediction of how likely a model is to be trouble-free, also based on the results from our Annual Auto Surveys. To view up to eight years of reliability history data for each model, turn to our charts starting on page 84.

Owner Satisfaction, although not displayed, is part of the Overall Score and is based on the Annual Auto Surveys; we ask members whether they would buy or lease their current vehicle again.

Road-Test Score sums up how the vehicle performed in our more than 50 objective and subjective tests and evaluations.

MPG represents CR's instrumented measurement of a model's overall fuel consumption, based on our city and highway testing, for vehicles with a gasoline engine, including hybrids and plug-in hybrid electric vehicles (PHEVs).

RANGE is the result of our 70 mph highway range test for EVs. If we have not tested a model, the EPA range is provided, noted with an "E." We include the EPA all-electric range for PHEVs.

Models that have not been tested will have an "NA" for Overall Score and fuel economy or range data. We list individual scores or data if we have tested multiple versions of a model, such as a hybrid, PHEV, and gas-powered one.

We use these common abbreviations to identify several active safety and driver assistance features: AEB (automatic emergency braking), BSW (blind spot warning), and RCTW (rear cross traffic warning). We note in the text whether the features are optional or not available.

NEW CAR REVIEWS / Acura

Acura Integra ✓

GAS
71
OVERALL SCORE

$31,800-$51,800 RELIABILITY !
31 MPG

Acura resurrected the Integra name for its entry-level four-door hatchback. It's essentially an upscale version of the Civic and is powered by a 200-hp, 1.5-liter turbo four-cylinder shared with the sporty Civic Si. The top version, the Type S, comes with a 320-hp, 2.0-liter turbo four paired to a six-speed manual. Most versions have a continuously variable transmission, which dilutes the Integra's sporting pretense; we much prefer the slick-shifting six-speed manual. Handling is responsive, but the ride is choppy and the car suffers from excessive road noise. The controls are simple but are barely differentiated from the Civic's, and the same goes for much of the interior design and layout. As such, the Integra lacks the premium ambience of its entry-level luxury competitors.

Acura MDX ✓

GAS
70
OVERALL SCORE

$50,150-$73,800 RELIABILITY !
20 MPG

The MDX is a functional three-row midsized luxury SUV that's priced lower than German competitors. The standard 290-hp V6 engine is slick and is paired with a 10-speed automatic, a powertrain that works well. Fuel economy is 20 mpg overall. The top-of-the-line Type S has a smooth, powerful 355-hp, 3.0-liter turbo V6. The ride is comfortable, and handling is secure but mundane. The front seats are wide and supportive, and the interior is well made. The rear seat's midsection is removable, which creates an aisle to the third row. The MDX's biggest knock is the infotainment system's reliance on a finicky touchpad to interact with the screen; we found it distracting to use, forcing the driver to look too long at the screen and away from the road.

Acura RDX ✓

GAS
81
OVERALL SCORE

$44,350-$54,150 RELIABILITY ⌃
22 MPG

The RDX drives nicely, but it has confusing and distracting controls. The 2.0-liter turbo four-cylinder is paired with a 10-speed automatic. It's an energetic powertrain once it gets past some initial hesitation off the line. We got 22 mpg overall, which is a bit below average for the class. The RDX feels lively and engaging, thanks to its nimble handling. The fussy touchpad, which is the only way to interact with the infotainment screen, is frustrating to use. It forces drivers to divert their attention from the road too often and for too long. The push-button gear selector also takes some practice to master. The seats are comfortable, and the interior room is on a par with the class.

Acura TLX ✓

GAS
69
OVERALL SCORE

$45,000-$57,000 RELIABILITY ⌃
23 MPG

The sleek TLX is larger than competing compact sports sedans, yet it isn't any roomier. The standard 272-hp, 2.0-liter turbo four-cylinder and 10-speed automatic make for an energetic pairing but return an unimpressive 23 mpg overall. Front-wheel drive is standard, with all-wheel drive optional. A sporty Type S version with AWD uses a stronger 355-hp, 3.0-liter turbo V6 and is quite capable when the road gets twisty. While the TLX's ride is comfortable and handling is nimble, there's too much road and engine noise, undermining the premium pretense. The front seats are supportive, but the rear seat is tight, and the car's low stance hurts cabin access. The touchpad-based infotainment system is very distracting to use.

PHOTO, LEFT: SUBARU

⇊ ⌄ ! ⌃ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Acura ZDX

EV

NA

OVERALL SCORE

$64,500-$74,500 RELIABILITY NA

RANGE NA

Acura co-developed the ZDX with GM, and the EV shares much of its platform and technology with the Cadillac Lyriq. The ZDX A-Spec version is available with single or dual electric motors, the latter giving it all-wheel drive. The single motor produces an estimated 340 hp and has an estimated range of 325 miles, while the AWD version is expected to go 315 miles on a charge. The Type S has two electric motors making 500 hp and a range of about 288 miles. All versions use a 102-kilowatt-hour battery and have a maximum DC fast-charging acceptance rate of 190 kW. The cabin features an 11-inch digital instrument panel and an 11.3-inch infotainment touchscreen. Many of the interior controls, including the steering wheel, gear selector, and stalks, are from GM. A version of GM's hands-free active driving assistance system is available.

Alfa Romeo Giulia

GAS

56

OVERALL SCORE

$43,075-$80,875 RELIABILITY ⌄

27 MPG

Alfa's compact luxury sedan corners and steers like a sports car. The standard 280-hp, 2.0-liter turbo four-cylinder is mated to an eight-speed automatic and provides punchy acceleration in both rear- and all-wheel-drive versions. The firm ride absorbs most bumps, but it's less plush than many of its competitors. Fuel economy is commendable at 27 mpg overall. The attractive interior has matte wood and nicely textured surfaces. Seat comfort is compromised by a short bottom cushion and a limited range of adjustments, and the cabin isn't as quiet as that of its peers. Alfa recently made the infotainment system more user-friendly. The high-performance Quadrifoglio version is even sportier, but at the expense of comfort.

Alfa Romeo Stelvio

GAS

57

OVERALL SCORE

$45,950-$87,370 RELIABILITY ⌄

24 MPG

The Stelvio compact luxury SUV delivers fantastic handling that makes it fun to drive on a twisty road. But it forces owners to contend with a few annoying quirks on a daily basis. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that emits a satisfying sound and gets 24 mpg overall on premium gasoline. While the ride is somewhat jittery, the suspension absorbs bumps rather well. The high-performance Quadrifoglio version is even sportier, but at the expense of ride comfort. Among the constant annoyances are a driving position with a limited range of seat adjustments and obstructed rear and side visibility. Alfa recently made the infotainment system more user-friendly.

Alfa Romeo Tonale

PHEV

54

OVERALL SCORE

$43,845-$48,840 RELIABILITY ⌄

29 MPG; RANGE **32** MILES

The Jeep Compass-based Tonale small luxury SUV slots under the Alfa Romeo Stelvio in price and size. It comes standard as a plug-in hybrid, with a 1.3-liter turbocharged four-cylinder driving the front wheels and an electric motor sending power to the rear, giving the Tonale a combined 285 hp and all-wheel drive. We found it to be quite quick, but the power delivery is inconsistent. The EPA estimates the Tonale can drive 32 miles on electric power, and we measured it at 29 mpg overall when it operates as a hybrid. Handling is rather mundane for an Alfa, and the ride is stiff, the cabin is loud, and interior materials are unimpressive for the price. As a member of the Stellantis conglomerate, the Tonale is related to the Dodge Hornet and gets the Uconnect 5 infotainment system. We found many of the controls unintuitive to use.

Audi A3 ✓

GAS

76

OVERALL SCORE

$35,400-$47,000 RELIABILITY ❙

31 MPG

The A3 packs a solid and upscale feel into a small package. The front seats are comfortable, and the cabin is nicely finished. The rear seat is cramped, as is the norm in this class. A 201-hp, turbocharged four-cylinder and a seven-speed dual-clutch automatic with a mild-hybrid setup come standard. The transmission can be clunky and hesitant at low speeds, but once underway the A3 delivers responsive acceleration and outstanding fuel economy of 31 mpg overall on regular fuel. The ride is firm yet steady and comfortable. Handling is nimble, but it's the S3 and RS 3 versions that are the true high-performance models. The A3 now has the same infotainment and connectivity features as the rest of the Audi line. Both BSW and RCTW are optional.

Audi A4 ✓

GAS

71

OVERALL SCORE

$41,200-$53,800 RELIABILITY ❙

27 MPG

One of the reasons the A4 is among the best luxury compact sports sedans is its enjoyable driving experience. The punchy 2.0-liter turbo four-cylinder is paired with a seven-speed dual-clutch automatic, driving all four wheels. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is firm yet supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The driver's instrument panel shows pertinent information in a clear, comprehensive way. Interior fit and finish is excellent, and the front seats are comfortable, though the rear seat is tight. The Allroad wagon adds versatility, and the sportier S4 uses a turbo V6. The A5 coupe, convertible, and hatchback are based on the A4. BSW and RCTW are optional.

Audi A6 ✓

GAS

76

OVERALL SCORE

$57,300-$125,800 RELIABILITY ❙

26 MPG

Most versions of the midsized A6 come with a 2.0-liter turbo four-cylinder engine, while a 3.0-liter turbo V6 is optional. The seven-speed dual-clutch automatic can be short on refinement at low speeds, and the car hesitates a bit from a rolling stop. Ultimately, the 2.0-liter proved to be plenty energetic and returned a commendable 26 mpg overall in our tests. Good agility through corners makes the A6 feel sporty. The ride is taut and firm but still comfortable. The quiet cabin is a delight in terms of fit and finish, and the supportive front seats are extremely comfortable. The infotainment system is daunting to use at first but ultimately is logical. The high-performance RS 6 wagon uses a 4.0-liter turbo V8. Both BSW and RCTW are optional. The A7 is a stylish four-door hatchback.

Audi A8 ✓

GAS

74

OVERALL SCORE

$88,900-$120,600 RELIABILITY ❙

21 MPG

Audi's flagship features a smooth, powerful turbo V6 and a slick eight-speed automatic. Together, they returned 21 mpg overall in our tests, which is impressive for a large all-wheel-drive sedan. A high-performance S8 comes with a turbo V8 engine. The infotainment system looks complex at first, but we found it to be logical to use. The lack of physical controls is not ideal, but we like how the touchscreen vibrates to confirm each selection for any audio or climate task. The A8's ride is very comfortable, and handling is responsive but not agile. The cabin is quiet and impeccably furnished. The front seats are comfortable and supportive, and they have a multitude of available adjustments, while the rear seat has limolike room. BSW and RCTW are optional, a serious oversight for a car in this price range.

Audi Q3 ✓

GAS

70

OVERALL SCORE

$37,000-$42,200 RELIABILITY |

23 MPG

The Q3 is a pleasant-driving SUV that packs luxury and practicality into a small package. A 228-hp, 2.0-liter turbo four-cylinder paired with an eight-speed automatic makes for lively, predictable acceleration and smooth shifts, but the engine can sound raspy. Handling is sharp and predictable, and the ride skews firm. All-wheel drive is standard. The 23 mpg overall fuel economy isn't stellar, but at least the Q3 takes regular-grade gasoline. An uncluttered dashboard features well-labeled buttons and an easy-to-use touchscreen. Fit and finish is very good, the front seats are supportive, and the roomy rear seat can slide forward to make more space for cargo. Oddly, a heated steering wheel is not available.

Audi Q4 E-Tron ✓

EV

69

OVERALL SCORE

$49,800-$65,200 RELIABILITY |

RANGE **226** MILES

The Q4 E-Tron electric SUV shares its platform with Volkswagen's ID.4. The 50 E-Tron Quattro we tested has an 82-kilowatt-hour battery pack with a 295-hp, dual-motor setup and all-wheel drive. We got a highway driving range of 226 miles. It can accept a charging output of 150 kilowatts when using a DC fast charger in public places. Level 2 home charging from near-empty takes 9 hours. Power delivery is smooth, quiet, and effortless, and acceleration is measured rather than abrupt as with some EVs. Handling is responsive, and the ride is firm but composed. The nicely finished interior has an uncluttered design, and the front seats are comfortable and supportive. There's also a 201-hp, rear-drive 40 E-Tron with an EPA 265-mile driving range. The Q4 Sportback E-Tron is a coupelike version that compromises cargo space.

Audi Q5

GAS

67

OVERALL SCORE

$44,600-$68,500 RELIABILITY |

24 MPG

The Q5 is among the best compact luxury SUVs. It has nimble and secure handling, a compliant and controlled ride, and a quiet cabin. The smooth 2.0-liter turbo four-cylinder engine is coupled to a seven-speed dual-clutch automatic. It has plenty of power, yet this combination also returned a good 24 mpg overall in our tests. Fit and finish is impressive, and the seats are comfortable and supportive. The 55 TFSI e plug-in hybrid version has an EPA-estimated electric-only range of 23 miles. A coupelike Sportback version and a high-performance SQ5 are also available.

Audi Q7 ✓

GAS

76

OVERALL SCORE

$59,500-$65,300 RELIABILITY |

20 MPG

The Q7 is one of the most impressive three-row luxury SUVs. With its optional turbocharged V6, it is quick, quiet, and effortless. Agile handling and a beautiful interior complete the package. A 2.0-liter turbo engine is standard. The Q7 is very quiet, instilling a sense of tranquility. The ride is steady and controlled but has an underlying firmness. The optional air suspension gives the big SUV a plush ride. Handling is responsive and confidence-inspiring. The excellent first- and second-row seats are comfortable, but the third row is tight. A sleek dual-screen infotainment system looks initially daunting but turns out to be manageable after some practice. The SQ7 uses a 500-hp, 4.0-liter turbo V8. The Q8 is a sportier five-seat version of the Q7.

Audi Q8 E-Tron ✓

EV

70

OVERALL SCORE

$74,400-$98,600 RELIABILITY |

RANGE **285**^{E} MILES

A 2024 freshening added Q8 to the E-Tron name, along with a larger battery that gives it an EPA-estimated 285-mile range, a 65-mile increase over the original model. Horsepower has increased from 355 to 402. A three-motor SQ8 version brings 496 hp and an EPA-estimated range of up to 253 miles. The DC fast-charger acceptance rate is now 170 kilowatts. This all-electric luxury midsized SUV is a treat to drive. It has standard all-wheel drive, a luxurious cabin, and a standard air suspension for a supremely comfortable ride. It's quick and super-quiet, which makes the Q8 E-Tron glide along smoothly and effortlessly. Although handling is responsive, it's less athletic than a BMW iX or Jaguar I-Pace. A coupelike Sportback is also available.

BMW 2 Series ✓

GAS

80

OVERALL SCORE

$38,400-$63,200 RELIABILITY ⌃

31 MPG

The 2 Series Coupe is a thoroughbred BMW using a more performance-oriented rear-wheel-drive platform than the 2 Series Gran Coupe's. In 230i guise it has a 255-hp, turbo four-cylinder, while the M240i gets a 382-hp, turbo inline-six. Both come with rear- or all-wheel drive. The eight-speed automatic is smooth and quick. The 453-hp M2 can be had with a six-speed manual. Even with the base engine, the car pulls strongly and the engine sounds lovely, and it managed a commendable 31 mpg overall in our testing. Handling is agile, and the ride is taut yet refined. The cabin is nicely finished, and the front seats are comfortable, though the rear seat is tight. Recently, the infotainment system got a large, curved screen that serves as the climate and media interface. AEB with pedestrian detection, BSW, and RCTW are standard, but highway-speed AEB is optional.

BMW 2 Series Gran Coupe ✓

GAS

74

OVERALL SCORE

$38,400-$48,300 RELIABILITY ⌃

27 MPG

Don't be misled into thinking the 2 Series Gran Coupe is simply a four-door version of the 2 Series. The Gran Coupe rides on a completely different, less performance-oriented platform that it shares with the X1 small SUV. Nonetheless, it packs a healthy level of BMW DNA and will put a grin on a driver's face when the road gets twisty. The Gran Coupe's front-wheel-drive-based design shows its limitations only when the car is pushed to its limits. The standard 228-hp, 2.0-liter turbo four-cylinder delivers eager power through a responsive eight-speed automatic. Ride comfort is on the stiff side. The rear seat is cramped, and access is awkward. Highway-speed AEB is optional.

BMW 3 Series ✓

GAS

78

OVERALL SCORE

PHEV

81

OVERALL SCORE

$44,500-$118,700 RELIABILITY |

29 MPG / *PHEV* **28** MPG; RANGE **20** MILES

The 3 Series blends driving enjoyment, creature comforts, high-tech features, and good fuel economy. The 330i is fitted with a punchy 2.0-liter turbo four-cylinder paired with a smooth and responsive eight-speed automatic. Rear-wheel drive is standard, with all-wheel drive available. Handling is nimble, but the ride is quite firm. Seat comfort and fit and finish are first-rate. The latest iDrive infotainment system is not as logical as previous versions, and most climate control buttons have been moved into the touchscreen. The M340i uses a 3.0-liter turbo six-cylinder, which is a gem of a powertrain. A track-ready M3 and a 330e plug-in hybrid with 20 miles of electric range are also available. BSW, RCTW, and highway-speed AEB are optional. The 4 Series is a sleeker coupe or convertible version.

⏬ ⌄ | ⌃ ⏫

WORSE BETTER

✓ **CR** RECOMMENDED

BMW 5 Series

GAS

NA

OVERALL SCORE

Like the flagship 7 Series, the redesigned 5 Series is split into versions with gasoline and powertrains. The 530i uses a 255-hp, 2.0-liter turbocharged four-cylinder engine and is available with rear- or all-wheel drive, while the AWD-only 540i is powered by a 375-hp, 3.0-liter turbocharged inline-six. Both are mated to a smooth-shifting eight-speed automatic. Handling is taut and agile, while the ride is firm yet comfortable and composed. The front seats are supportive, and the rear has decent room. The interior is luxurious and high-tech, and features an all-digital instrument display and a massive 14.9-inch center touchscreen. A full suite of active safety and driver assistance features is standard, and a hands-free driving assistance system is optional.

$57,900-$84,100 RELIABILITY ❘

NA MPG

BMW 7 Series

GAS

NA

OVERALL SCORE

In redesigning the flagship 7 Series, BMW also introduced an EV version called the i7. It is available with a slick turbo inline six-cylinder and a muscular V8, both of which have an eight-speed automatic and a 48-volt mild-hybrid system to optimize fuel economy and support accessories. The all-wheel-drive i7 is rated for a maximum 321 miles of range. The interior is extremely luxurious, and the rear seat is very roomy with or without the optional lounge seating that allows reclining. Ride comfort is superb, the cabin is quiet, handling is agile thanks to the rear steering, and power is abundant. Highway-speed AEB is optional. A hands-free highway driving assistance feature that works at speeds up to 85 mph is available. New for 2024 is a 650-hp M70 xDrive i7 with up to 291 miles of driving range.

$96,400-$121,300 RELIABILITY ❘

NA MPG

BMW i4 ✓

EV

83

OVERALL SCORE

The i4 is a low-slung EV hatchback that is based on a modified 3 Series platform. It's quick and agile, and has an impeccably finished interior. New for 2024, the 396-hp, all-wheel-drive xDrive40 has the longest EPA-estimated driving range in the lineup, at 307 miles. The 536-hp, AWD M50 we tested delivers thrilling, effortless acceleration and a highway range of 318 miles. We were able to gain 65 miles of range in 15 minutes at public DC fast-charging venues, thanks to the i4's competitive 195-kilowatt max acceptance rate. The ride is taut yet compliant, and the cabin is wonderfully silent. The front seats are comfortable and supportive, but rear-seat space is tight. BMW's latest infotainment system packs too many controls into the touchscreen, adding to driver distraction. Highway-speed AEB is optional.

$52,200-$69,700 RELIABILITY ❘

RANGE **318** MILES

BMW i5

EV

NA

OVERALL SCORE

For the first time ever, the 5 Series features an all-electric version. Dubbed i5, the sedan is offered in single-motor rear-wheel-drive and two-motor all-wheel-drive versions. The single-motor i5 eDrive40 produces 335 hp, and the two-motor M60 xDrive makes 590 hp. The EPA estimates 295 miles of driving range with the single motor and 248 miles for the dual-motor M60. Maximum acceptance rate at DC fast-charging locations is a competitive 205 kilowatts. A hands-free driving assistance feature is available, and it can execute lane changes based on the driver's gaze. The car is super-quick and quiet. The ride is cushy, thanks to the adaptive suspension, and handling is agile. The seats are very supportive. The interior is luxurious and high-tech, featuring an all-digital instrument display and a massive 14.9-inch center touchscreen.

$66,800-$84,100 RELIABILITY NA

RANGE NA

BMW iX ✓

EV

84

OVERALL SCORE

The impressive iX electric SUV is about the size of the X5. It is super-quick and quiet, delivers a plush ride and agile handling, and has a uniquely stylish cabin. It employs two motors to give it all-wheel-drive capability. Our tested highway driving range is a commendable 370 miles. The airy interior is luxurious and uncluttered, but the controls are complicated because too many functions require interfacing with the infotainment screen. Maximum acceptance rate of 195 kilowatts in public DC fast-charging locations is competitive. Home charging from empty on 240 volts takes 11 hours, which is not surprising, given the large 111-kilowatt-hour battery. The optional driving assistance suite includes adaptive cruise control and lane centering assistance.

$87,100-$111,500 RELIABILITY ❘

RANGE **370** MILES

BMW X1 ✓

GAS

79

OVERALL SCORE

The redesigned X1 gained power, fuel efficiency, and new features, but the controls are less intuitive than before. The turbo four-cylinder engine is very responsive, and the seven-speed dual-clutch automatic shifts smoothly, but the initial takeoff is abrupt. As with the prior generation, the X1 is based on a front-drive platform, although all-wheel drive is standard. The ride is stiff, but handling is agile and secure. The new control layout forgoes BMW's ubiquitous iDrive controller knob and relies on the touchscreen alone; most climate adjustments are now done through the screen, which is distracting while driving. The seats are very comfortable, the cabin has stylish details, and the floating center console frees up space for the driver's right knee.

$40,500-$49,900 RELIABILITY ❘

28 MPG

BMW X2

GAS

NA

OVERALL SCORE

The redesigned 2024 X2 is essentially an X1 with a swept back roofline, making it look like a coupe. It finally features BSW and gets a host of new tech upgrades, including a larger, dash-dominating display and a tiny electronic gear selector, and it forgoes the iDrive central control knob. Many audio and climate functions are performed through the touchscreen. The entry-level xDrive28i has an energetic 241-hp, 2.0-liter turbocharged four-cylinder. The sportier M35i xDrive comes with a 312-hp version of that engine. A seven-speed dual-clutch automatic transmission and all-wheel drive are standard.

$42,000-$51,400 RELIABILITY ❘

NA MPG

BMW X3 ✓

GAS

86

OVERALL SCORE

BMW's third-generation X3 has upscale cabin amenities and advanced interior technology, and comes standard with many active safety features. The majority of X3s are the 30i version, which is powered by a 248-hp, 2.0-liter turbo four-cylinder engine that delivers quick acceleration and returns 24 mpg overall in our tests. The uplevel M40i gets a 382-hp turbo six-cylinder. Both use an eight-speed automatic that is smooth and responsive. The X3 is super-quiet inside, with excellent fit and finish. Handling is responsive, and the ride is firm yet absorbent. Controls and infotainment tasks take some getting used to but prove to be logical once mastered. Highway-speed AEB is optional. The X4 is a coupelike version.

$46,900-$75,500 RELIABILITY ⌃

24 MPG

BMW X5 ✓

GAS 92 OVERALL SCORE | **PHEV** 88 OVERALL SCORE

$65,200-$122,300 RELIABILITY ⇈

23 MPG / *PHEV* **21** MPG; RANGE **39** MILES

Among the X5's updates for 2024, one of the biggest changes is a wide, curved screen with the new iDrive 8 infotainment system. Many of the physical climate controls have been removed in favor of touchscreen-based buttons. The standard 3.0-liter turbo six-cylinder engine now makes 375 hp. That version is quick and smooth, and returns a decent 23 mpg overall. We also tested the xDrive50e plug-in hybrid, which can run on electric alone for 39 miles and gets 21 mpg overall when acting as a hybrid. The ride is comfortable and impressively steady and composed. The luxurious cabin is whisper-quiet, and the seats are all-day comfortable. Handling isn't sporty but is very competent. Predicted reliability for the plug-in hybrid is average. The X6 is a sportier, coupelike version of the X5.

BMW X7 ✓

GAS 78 OVERALL SCORE

$81,900-$149,400 RELIABILITY !

22 MPG

BMW's luxurious three-row SUV got a recent freshening with a new face and a wide, curved screen inside that houses the gauges and the climate and infotainment functions, with the same complicated iDrive 8 operating system as in the BMW iX. The base xDrive40i gets a turbo inline-six engine with 40 more hp. The eight-speed automatic shifts smoothly. This gem of a powertrain provides ample acceleration and respectable fuel economy. The comfortable ride is helped by the X7's air suspension, which keeps the body composed, and the handling is remarkably responsive for such a large SUV. The interior is incredibly quiet and richly furnished. The M60i xDrive's V8 gets a mild-hybrid system.

BMW Z4 ✓

GAS 80 OVERALL SCORE

$53,600-$66,300 RELIABILITY ↑

29 MPG

The Z4 is a sporty two-seat roadster that comes with a 2.0-liter turbo four-cylinder that delivers prompt acceleration, an invigorating exhaust sound, and good fuel economy. A 3.0-liter turbo six-cylinder is also available. The eight-speed automatic shifts with authority, but a manual transmission is not available. The Z4's handling is super-nimble, but it has an incessantly stiff and choppy ride. The powered soft top can open and close in just 11 seconds, and can be done on the move, up to 31 mph. It can also be opened or closed remotely using the key fob. There is minimal wind buffeting inside with the windows up. The iDrive infotainment system takes some time to master, but it proves to be intuitive with experience.

Buick Enclave ✓

GAS 77 OVERALL SCORE

$43,900-$59,500 RELIABILITY !

18 MPG

Recently freshened, the large Enclave has a revised exterior, and most of the active safety features that were previously optional have become standard. It is a quiet, comfortable, and responsive three-row SUV. Power comes from a lively 3.6-liter V6 teamed with a smooth nine-speed automatic. We got only 18 mpg overall in our tests, however, which is unimpressive. Towing capacity is 5,000 pounds. The roomy cabin is very quiet, and the ride is comfortable, befitting Buick's flagship. The third-row seat is relatively spacious for the class. The infotainment system is easy to use, and connectivity features abound. The new electronic gear selector is improved but still requires looking down at it to select the right gear. Highway-speed AEB is optional.

Buick Encore GX

GAS 63 OVERALL SCORE

$25,600-$33,500 RELIABILITY !

26 MPG

The Encore GX subcompact SUV recently received a freshening that brought a new infotainment system, an upscale Avenir version, a new logo, and updated styling. The front-wheel-drive versions come with either a 1.2-liter turbo three-cylinder or a slightly more powerful 1.3-liter turbo three-cylinder, which are both mated to a CVT. The all-wheel drive has the 1.3-liter hooked up to a nine-speed automatic. In our tests we found that the AWD GX pulls strongly, but the engine sounds gravelly and produces some vibrations, especially at low speeds. Handling is responsive and secure, but the ride skews firm. There are some luxury touches, but they are unevenly applied throughout the cabin, and the rear seat is tight. Highway-speed AEB is not available.

Buick Envision ✓

GAS 69 OVERALL SCORE

$33,400-$47,460 RELIABILITY !

23 MPG

The Envision is a pleasant if unexciting compact SUV that is typically priced in the low $40,000s. It uses a responsive powertrain combination of a 2.0-liter turbocharged four-cylinder engine paired to a nine-speed automatic, but fuel economy isn't stellar at 23 mpg overall. Front- and all-wheel drive are available. The Envision rides smoothly and is quiet, although the larger 20-inch tires that come on the top Avenir trim compromise ride comfort. Handling isn't particularly nimble, but it's very secure. The infotainment screen is easy to use, but the push-pull electronic gear selector setup takes getting used to because it's hard to operate without looking down. Highway-speed AEB is optional.

Buick Envista

GAS NA OVERALL SCORE

$22,400-$28,600 RELIABILITY !

NA MPG

The Envista is an all-new replacement for the Encore, Buick's previous subcompact SUV. This front-wheel-drive elevated hatchback slots below the Encore GX and is similar to the Chevrolet Trax. Pricing starts in the low-$20,000 range, and the car is well equipped with advanced safety features and wireless Apple CarPlay. Even a heated steering wheel is a low-cost option. The sole engine is a 1.2-liter turbocharged three-cylinder that supplies readily available power. We measured 31 mpg overall in our test of the Trax. The six-speed automatic transmission isn't the smoothest, and neither is the ride. Handling is mundane but secure. The cabin is a bit drab, but it's surprisingly roomy and the controls are easy to use. BSW, RCTW, and adaptive cruise control are optional.

Cadillac CT4 ✓

GAS 70 OVERALL SCORE

$34,595-$61,495 RELIABILITY !

25 MPG

The Cadillac CT4 has the handling, braking, and steering prowess of a well-honed sports sedan. The standard engine is a responsive but not so refined 237-hp, 2.0-liter turbo four-cylinder, coupled to an eight-speed automatic. The sportier CT4-V gets a 325-hp, 2.7-liter turbo four-cylinder. The Blackwing version, with a 3.6-liter turbo V6, is a true track-ready rocket ship. Rear- and all-wheel drive are available. Handling is agile, making the car fun to drive. The ride is taut yet mutes harsh impacts. The front seats are comfortable, but the rear is very cramped. Fit and finish is top notch. Highway-speed AEB is optional. GM's Super Cruise active driving assistance system is available.

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Cadillac CT5 ✓

GAS

69

OVERALL SCORE

The CT5 midsized luxury sedan drives well, thanks to its agile handling and taut ride. The standard 2.0-liter turbo four-cylinder engine is responsive but noisy. The uplevel choice is a 3.0-liter turbo V6. Both are paired with a 10-speed automatic that tends to delay upshifting, in turn making the engine rev more than it needs to. The supercharged V8-powered Blackwing can be had with a six-speed manual transmission. Rear- and all-wheel drive are available. Controls are easy to use, but it may take time for the electronic gear selector to become second nature. The front seats are very comfortable, but the rear seat is tight on headroom. Both highway-speed AEB and GM's Super Cruise partially automated driving system are optional.

$38,395-$93,495 RELIABILITY ●

24 MPG

Cadillac Escalade

GAS

63

OVERALL SCORE

The super-roomy, three-row Escalade is much more luxurious and high-tech than its Chevrolet Tahoe and Suburban siblings. The standard 420-hp, 6.2-liter V8 supplies effortless power, and the 10-speed automatic shifts smoothly, though its 16 mpg overall is dismal. A six-cylinder diesel, which gets better fuel mileage, is available. The Escalade's high step-in compromises access, and the tall hood hampers visibility. Handling is ungainly but secure, and the SUV rides comfortably. The plush, quiet, and high-tech interior includes a large infotainment display that's relatively easy to use. BSW and RCTW are optional. The Super Cruise active driving assistance system is optional. The high-performance V version has a 682-hp, 6.2-liter supercharged V8 and all-wheel drive.

$81,895-$155,295 RELIABILITY ●

16 MPG

Cadillac Lyriq

EV

NA

OVERALL SCORE

Cadillac's first EV comes with either rear- or all-wheel drive, producing 340 hp and 500 hp, respectively. The EPA estimates the RWD version has a 312-mile range and the AWD version has a 307-mile range. Both rely on a 102-kilowatt-hour battery. Home charging can be relatively quick if using an 80-amp circuit, thanks to the Lyriq's optional 19.2-kilowatt onboard charger. A maximum acceptance rate of 190 kW at public DC fast-charging locations is also competitive. The Lyriq is quick, quiet, taut, and agile, with a plush but understated interior. The infotainment system has Google maps and voice assistant built-in. The car offers the latest version of the Super Cruise active driving assistance system.

$57,195-$69,695 RELIABILITY NA

RANGE NA

Cadillac XT4

GAS

64

OVERALL SCORE

The XT4 is Cadillac's entry-level luxury SUV, and it delivers a classy cabin in a small package. The 235-hp, 2.0-liter turbocharged four-cylinder engine and nine-speed automatic make for a responsive powertrain. But the engine sounds too buzzy when revved. We got 23 mpg overall with premium gasoline, which is unimpressive for the class. The XT4's handling is quite nimble, and even though its ride is on the stiff side, it's on a par with most of its peers. The interior has comfortable seats, and ritzy-looking leather and chrome touches throughout. A 2024 refresh introduces a new infotainment system with curved displays that is borrowed from the Escalade. Highway-speed AEB is optional.

$37,895-$44,495 RELIABILITY ●

23 MPG

Cadillac XT5 ✓

GAS

71

OVERALL SCORE

Cadillac's XT5 luxury SUV is neither as sporty to drive as its German competitors nor as pampering as a Lexus RX. It's powered by either a 2.0-liter turbo four-cylinder or a 3.6-liter V6. Both are linked to a nine-speed automatic. With the V6, the XT5 feels lethargic in everyday driving, despite posting decent outright acceleration in our tests; the four-cylinder turbo feels more energetic, in spite of its lower horsepower rating. The XT5 handles soundly, and the ride is firm yet absorbent. Comfortable front seats, excellent fit and finish, and a quiet cabin lend the XT5 a luxurious aura. The controls are easy to use, and the current electronic gear selector is better than the old L-shaped one. BSW and RCTW are standard on all but the base trim.

$43,895-$56,795 RELIABILITY ●

20 MPG

Cadillac XT6 ✓

GAS

72

OVERALL SCORE

Cadillac's three-row midsized SUV has responsive handling and drives like a smaller vehicle than it is. The ride is comfortable but doesn't stand out against competitors. A 2.0-liter turbo engine is standard. Front- and all-wheel drive are available. We tested it with the 3.6-liter V6 and smooth nine-speed automatic, a combination that packs a lot of power for merging and passing. The cabin is quiet and nicely finished, and the seats are comfortable. But the XT6 is short on some luxury niceties, such as four-way adjustable lumbar support for the driver's seat and auto-up rear windows. The infotainment system and other controls are relatively easy to use. Highway-speed AEB is optional, and Cadillac's Super Cruise partially automated driving system is also available.

$48,795-$60,295 RELIABILITY ●

18 MPG

Chevrolet Blazer

GAS

60

OVERALL SCORE

The Blazer midsized SUV seats five passengers and is focused more on styling and comfort than on utility. Most versions get a 2.0-liter turbocharged four-cylinder that supplies ample power. A V6 comes on the sportier RS, but fuel economy is just 19 mpg overall. The Blazer rides and handles well, and is quiet. Controls are easy to use, but the low dash vents direct air to front occupants' knees and elbows instead of their upper body. Rearward visibility is restricted because of the sloping roofline and thick rear roof pillars. A 10-inch center screen for the infotainment system is standard, and adaptive cruise control is now more widely available. BSW and RCTW are available on all but the base trim.

$35,400-$45,700 RELIABILITY ●

19 MPG

Chevrolet Blazer EV

EV

NA

OVERALL SCORE

The Blazer EV is based on GM's Ultium platform that underpins the automaker's latest electric models. Initial versions are all-wheel-drive RS trim with an EPA-rated 279-mile range. Lower-priced versions will follow. It comes with an 11.5-kilowatt onboard charger, facilitating relatively quick home charging. In public DC fast-charging places, it can accept a max of 150 kW, which is merely competitive. Fortunately, and unlike some other EVs, it has conventional door handles and a rear wiper. The new column-mounted electronic gear selector and new wiper stalk controls take some getting used to. The comically large 17.7-inch infotainment screen features Chevrolet's latest software, which integrates Google products such as maps and voice assistant. But Android Auto and Apple CarPlay are not available. Highway-speed AEB is optional.

$56,715-$60,215 RELIABILITY NA

RANGE NA

Chevrolet Bolt

EV
57
OVERALL SCORE

The Bolt is one of the most budget-friendly electric vehicle options. A 200-hp electric motor drives the front wheels. It can travel 259 miles on a fully charged battery, as estimated by the EPA. DC fast-charging capability is standard, but the Bolt's maximum acceptance rate of 55 kilowatts is painfully slow by current standards. Recent updates to the interior gave it more comfortable front seats and added soft-touch materials for a more upscale feel. The infotainment system and gear selector are also now easier to use. Highway-speed AEB is unavailable, and BSW and RCTW are optional. The Bolt will be phased out soon.

$26,500-$29,700 RELIABILITY ⌄
RANGE **259**^{E} MILES

Chevrolet Bolt EUV

EV
65
OVERALL SCORE

The Bolt EUV (electric utility vehicle) is a taller, roomier version of the Bolt EV. The regular Bolt and the EUV have the same 200-hp electric motor that drives the front wheels, making for zippy acceleration. But the EUV lacks available all-wheel drive and extra cargo space, both of which are desirable SUV-like attributes. Compared with the original Bolt, the EUV has a noticeably more comfortable ride but also slightly diminished handling agility. The EUV's 247-mile EPA-rated driving range is robust. It took us more than 8 hours to charge it from near-empty on a 240-volt connection, which is pretty typical for EVs. BSW, RCTW, and highway-speed AEB are optional. GM's Super Cruise active driving assistance system is available. The Bolt EUV is soon to be discontinued.

$27,800-$32,300 RELIABILITY !
RANGE **247**^{E} MILES

Chevrolet Camaro

GAS
68
OVERALL SCORE

The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension does an impressive job of keeping the Camaro composed on rough roads. The six-speed manual shifter has light, precise throws. Eight- and 10-speed automatic transmissions are also available. Base models use a 275-hp, turbo four-cylinder engine, and the 3.6-liter V6 makes 335 hp. For the SS, Chevrolet transplanted the ferocious 6.2-liter V8 from the previous-generation Corvette. Outward visibility is downright atrocious, and rear-seat room is extremely tight. A mighty ZL1 version, powered by a 650-hp, 6.2-liter supercharged V8 engine, is a track-special beast. The Camaro isn't available with AEB, and both BSW and RCTW are optional. 2024 is the final year for the Camaro.

$30,900-$78,100 RELIABILITY !
20 MPG

Chevrolet Colorado

GAS
NA
OVERALL SCORE

The redesigned Colorado comes only in a crew-cab, short-bed configuration with a four-cylinder turbo engine producing 237 or 310 hp, and an eight-speed automatic. The engine packs a healthy midrange punch, but it sounds a little raspy. There is a choice of rear- or four-wheel drive, the latter having an Auto setting that allows 4WD to be engaged indefinitely, a major advantage on slippery roads. Ride comfort is relatively civilized, and handling has a token of responsiveness. The seat and driving position are significantly improved. The rear seat is quite cramped, and the step-in height is high. On the other hand, the infotainment system is easy to use, the rear gate requires very little effort to open and close, and there is a handy built-in step in the rear bumper to ease bed access. BSW and RCTW are optional on all trims.

$29,500-$46,800 RELIABILITY ⌄
NA MPG

Chevrolet Corvette ✓

GAS
81
OVERALL SCORE

The eighth-generation Corvette uses a mid-engine design, with its 495-hp, 6.2-liter V8 visible under the rear glass hatchback. It's coupled to a rapid-shifting eight-speed, dual-clutch automatic that contributed to its 3.4-second sprint from 0 to 60 mph. Handling agility is superlative, with immediate turn-in response and almost zero body roll, which will make drivers constantly grin from ear to ear. Yet the ride isn't punishing, thanks in part to the optional adaptive suspension. Rear and side visibility, as well as cabin access, are severely hampered. The front trunk is small, but the cargo area aft of the engine can hold the removable targa top and a soft-sided bag or two. The high-performance Z06 model returns with a new 670-hp, 5.5-liter V8. BSW and RCTW are optional.

$68,300-$130,650 RELIABILITY !
19 MPG

Chevrolet Equinox ✓

GAS
71
OVERALL SCORE

The Equinox is one of the roomiest compact SUVs available, and offers the latest infotainment and safety technology. The sole engine is a lackluster 1.5-liter turbo four-cylinder with a six-speed automatic. We found that the ride absorbed bumps and pavement imperfections very well. Handling is responsive and secure. The cabin is quiet, and the controls are straightforward to use, including Chevrolet's latest infotainment system. Even though the interior has some cheap touches, the seats are quite comfortable. Highway-speed AEB is not offered, and BSW and RCTW are optional. A redesign is coming as a 2025 model.

$26,600-$33,400 RELIABILITY !
25 MPG

Chevrolet Equinox EV

EV
NA
OVERALL SCORE

Chevrolet continues its electric product offensive with the Equinox EV. This small SUV will be offered in two configurations: The front-drive versions have 210 hp with 250 to 300 miles of range and all-wheel-drive versions have 290 hp with 280 miles of range. First out of the gate is the 2RS version that will be priced in the mid-$50,000 range, while a less expensive $35,000 version will be introduced down the road. Numerous trims pile on comfort and convenience features, such as a massive 17.7-inch infotainment screen. Like several other EVs, it has retractable door handles that become flush with the doors when the car starts moving. GM's hands-free Super Cruise driver assistance technology will be optional.

$34,995-$52,395 RELIABILITY NA
RANGE NA

Chevrolet Malibu

GAS
67
OVERALL SCORE

Chevrolet's Malibu stands out among midsized sedans for its comfortable ride and quiet, spacious cabin. Handling is respectable, too. But it soldiers on mostly unchanged while many rivals have been redesigned. We tested the 1.5-liter turbo with a six-speed automatic and got 29 mpg overall. A continuously variable transmission is standard. Up front is a comfortable cockpit and an updated version of Chevrolet's infotainment system. But the cloth seats provide less back and leg support than the leather seats. The roomy rear seat lets passengers stretch out. BSW, RCTW, and highway-speed AEB are optional.

$24,700-$31,500 RELIABILITY !
29 MPG

⌄⌄ ⌄ ! ⌃ ⌃⌃
WORSE BETTER

✓ **CR** RECOMMENDED

Chevrolet Silverado 1500

GAS 56 OVERALL SCORE | **DIESEL** 56 OVERALL SCORE

$36,800-$69,900 RELIABILITY ✓

17 MPG / ***DIESEL* 23** MPG

The Silverado 1500 received recent updates that brought a fresh interior, off-road-focused models, and available Super Cruise active driving assistance system with trailering support. We found that the 5.3-liter V8 engine delivers smooth, responsive power, returning 17 mpg overall for the crew-cab four-wheel-drive version. A 3.0-liter six-cylinder diesel engine, with a 10-speed automatic, gets an impressive 23 mpg overall. The ride is steady, and the cabin is very quiet. Handling is sound and secure. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. BSW, RCTW, and highway-speed AEB are optional.

Chevrolet Suburban

GAS 52 OVERALL SCORE

$57,600-$82,900 RELIABILITY ✓

16 MPG

This generation Suburban has an independent rear suspension, which improves ride comfort and handling, as well as increased third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and together they deliver plenty of predictable and smooth power. While the standard suspension delivers a comfortable ride, handling feels ponderous. The Premier trim's electromagnetic dampers make the SUV feel more composed and responsive. The cabin is noticeably quiet, and the controls are easy to use. It's a big step up to get into the Suburban, and the tall hood hurts forward visibility. Super Cruise is available on the higher trims.

Chevrolet Tahoe

GAS 50 OVERALL SCORE

$54,600-$79,900 RELIABILITY ✓

17 MPG

Like the Suburban, the Tahoe's independent rear suspension improves ride comfort, handling, and third-row room. This massive vehicle is also very functional, comfortable, and high-tech. The standard 5.3-liter V8 and 10-speed automatic deliver plenty of predictable power. With the standard suspension the ride is comfortable, but handling is ponderous. The Premier trim's electromagnetic dampers significantly improve both the ride and handling. The enormous cabin is super-quiet, and the controls are very easy to use. It's a big step up to get into the Tahoe, and the tall hood cuts forward visibility. The Super Cruise system is available on higher trims.

Chevrolet Trailblazer

GAS 63 OVERALL SCORE

$23,100-$28,700 RELIABILITY !

27 MPG

Chevrolet's subcompact SUV, the Trailblazer, slots between the Trax and the Equinox. It shares a platform and powertrain with the Buick Encore GX. Like the GX, front-wheel-drive versions are equipped with either the standard 1.2-liter turbo three-cylinder engine or more powerful 1.3-liter turbo. Both are hooked up to a CVT. All-wheel-drive models get a nine-speed automatic transmission. This latter engine is responsive and fuel-efficient. For its small footprint, the Trailblazer provides ample room, but thick roof pillars and the lack of a third side window compromise rear and side visibility. The ride is decent, but handling is rather clumsy though secure. Road noise is pronounced. A new 11-inch infotainment system is part of a refresh for 2024. BSW and RCTW are optional.

Chevrolet Traverse

GAS NA OVERALL SCORE

$36,000-$55,000E RELIABILITY ✓

NA MPG

The midsized, three-row Chevrolet Traverse is redesigned for the 2024 model year, adopting more of a traditional SUV appearance, rather than a minivan look as was the case with the previous generation. The sole engine is a 328 hp, turbocharged four-cylinder that is teamed with an eight-speed automatic. The SUV can be had in front- and all-wheel-drive configurations. A new Z71 trim brings increased ground clearance, all-terrain tires on 18-inch wheels, and unique suspension and AWD system tuning. The cabin has a rather minimalist design with a large instrument panel display and massive 17.7-inch infotainment screen. Seating can be configured for seven or eight passengers. Maximum tow capacity is 5,000 pounds. The Super Cruise active driving assistance system is available.

Chevrolet Trax

GAS 57 OVERALL SCORE

$20,400-$23,900 RELIABILITY !

31 MPG

The redesigned Trax is an inexpensive front-drive small SUV. It comes with a 137-hp, 1.2-liter turbocharged three-cylinder combined with a six-speed automatic that packs readily available power. All-wheel drive isn't available. The engine delivers a welcome dose of midrange torque, and fuel economy is a decent 31 mpg overall in our testing, but the power delivery is often uneven, with either too much or too little acceleration. The ride is comfortable for the segment, but handling is short on agility though very secure at its limits. The cabin is relatively spacious but gets loud, and fit and finish feels on the cheap side. Still, the controls are easy to use, the rear seat and cargo area are roomy, and the car is well equipped for its modest price. BSW and RCTW are low-priced options.

Chrysler Pacifica (Gas ✓)

GAS 70 OVERALL SCORE | **PHEV** 53 OVERALL SCORE

$39,090-$61,960 RELIABILITY !

21 MPG / ***PHEV* 27** MPG; RANGE **32**^{E} MILES

The Pacifica minivan is offered in seven- and eight-passenger configurations, and its fold-into-the-floor second-row seats make it easy to carry big, bulky items. The 3.6-liter V6, paired with a nine-speed automatic, provides plenty of power and gets 21 mpg overall. The PHEV covers about 30 miles on electric power before transitioning to regular hybrid operation, during which it gets 27 mpg. The nonhybrid has optional AWD. Handling is responsive, with the van tackling corners in a responsive way. The suspension delivers a comfortable, composed ride, and the cabin is quiet. The Uconnect infotainment system remains one of the best available. The regular Pacifica has average reliability and is recommended, but the PHEV is not because of below-average reliability.

Dodge Durango

GAS 66 OVERALL SCORE

$41,670-$95,995 RELIABILITY !

18 MPG

Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with lots of creature comforts. This three-row midsized SUV shares its platform with the previous-generation Jeep Grand Cherokee. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic helps with smooth and prompt power delivery. Most buyers will be satisfied with the V6 engine. The standard Uconnect 4 infotainment system has intuitive operation, while the optional Uconnect 5 system is more complex. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors. Limited visibility is a downside. AEB is optional, and pedestrian detection is not offered.

Dodge Hornet

GAS 55 OVERALL SCORE | **PHEV** 62 OVERALL SCORE

$31,400-$46,400 RELIABILITY !

23 MPG / ***PHEV* 29** MPG; RANGE **32** MILES

The Dodge Hornet shares components with the new Alfa Romeo Tonale, itself based on the mediocre Jeep Compass. The GT is powered by a 268-hp 2.0-liter turbo four-cylinder engine coupled to a nine-speed automatic and comes with standard all-wheel drive. The engine packs a healthy midrange punch, but power delivery is not linear, and fuel economy is an unimpressive 23 mpg. This small SUV rides stiffly and is loud. Handling is sound but unexceptional. The driving position is compromised because of a stretched arms, bent knees posture. Controls are mostly user-friendly, thanks to Stellantis' UConnect infotainment system. Adaptive cruise control is optional. 2024 brings an R/T trim that features a 288-hp, 1.3-liter plug-in hybrid, which is the same powertrain that is used in the Tonale.

Fisker Ocean

EV NA OVERALL SCORE

$37,499-$68,999 RELIABILITY NA

RANGE NA

Looking something like a cousin of the Range Rover Evoque, the Fisker Ocean pure-electric SUV features a solar roof and a 17-inch center touchscreen that can be rotated 90 degrees for either a horizontal or a vertical display layout. The interior, which features recycled materials throughout, seats five passengers. EPA driving range figures are not yet available, but Fisker estimates the front-wheel-drive single-motor version has a 250-mile range, and the all-wheel-drive dual-motor variant can go up to 350 miles on a charge. The Ocean will offer a standard active driving assistance system called Fisker Intelligent Pilot.

Ford Bronco

GAS 46 OVERALL SCORE

$39,130-$90,035 RELIABILITY ↓

18 MPG

The boxy Bronco comes in two- and four-door configurations, with a standard soft top and an available removable hardtop. All versions have 4WD and removable doors. A 2.3-liter four-cylinder turbo is standard; the 2.7-liter turbo V6 we tested delivers strong power. On-road handling and ride comfort are not stellar, yet off-road ability is superb thanks to a rear locking differential, plenty of ground clearance, and short overhangs. A camera can project your path on the infotainment screen and helps with front-tire placement off-road. Wind noise is very pronounced even with the hardtop, and stopping distances are quite long. The extreme Raptor version has a 418-hp, twin-turbo 3.0-liter V6 and a beefier off-road suspension. BSW and RCTW are optional.

Ford Bronco Sport

GAS 58 OVERALL SCORE

$31,230-$38,390 RELIABILITY ↓

25 MPG

The Bronco Sport is a beefier version of the Escape compact SUV that has rugged styling cues. With its increased ground clearance and shorter overhangs than the Escape, the Bronco Sport is fit for mild off-roading. The Badlands trim takes it further, with a more capable four-wheel-drive system and all-terrain tires. Most versions come with a 181-hp, turbo three-cylinder that packs decent punch but vibrates annoyingly at very low revs. Higher trims get a 245-hp, turbo four-cylinder that's much more refined. An eight-speed automatic and four-wheel drive come standard. The ride is quite firm, but handling is taut and agile. The controls are very easy to use, including the infotainment system.

Ford Edge ✔

GAS 79 OVERALL SCORE

$38,465-$47,205 RELIABILITY ↑

22 MPG

The Edge is a roomy and capable SUV. Most versions come with the standard 2.0-liter turbo four-cylinder and eight-speed automatic. This combination provides smooth, quiet acceleration. The sportier ST trim gets a turbocharged V6 and all-wheel drive. The spacious interior provides comfortable quarters, front and rear, and cargo room is generous. However, the driving position is uneven because the left footrest sits too close to the driver. High-end versions like the Titanium, for instance, can rival some luxury SUVs, with a quiet cabin, a steady ride, agile handling, and impressive feature content. Ford's Sync 4 infotainment system, with its large 12-inch touchscreen, is standard equipment. 2024 is the final year for the Edge.

Ford Escape (Hybrid, PHEV ✔)

GAS 59 OVERALL SCORE | **HYBRID** 70 OVERALL SCORE | **PHEV** 74 OVERALL SCORE

$28,000-$40,500 RELIABILITY !

26 MPG / ***HYBRID* 34** MPG

***PHEV* 37** MPG; RANGE **37** MILES

The Escape is a competitive small SUV, but the regular version is unreliable and not recommended. The turbo three-cylinder got 26 mpg overall in our tests. It provides sufficient oomph but vibrates at low engine speeds and has a tinny sound. The 2.0-liter turbo engine is smoother and more powerful, as is the hybrid, which got 34 mpg in our tests. The PHEV version is FWD only. The Escape's ride is firm but steady and composed, while handling is nimble. The optional 13.2-inch infotainment screen is laggy and not intuitive to use. The front seats are flat and have limited adjustments, but the rear seat is quite roomy when set to the rearmost position.

Ford Expedition

GAS 60 OVERALL SCORE

$54,555-$86,695 RELIABILITY !

16 MPG

The Expedition is a huge SUV with modern conveniences and active safety features. The sole engine option, a 3.5-liter turbo V6 mated to a 10-speed automatic, provides effortless motivation. We got 16 mpg overall, which is on a par with this class. Handling is ungainly, and the ride is somewhat stiff. The cabin is quiet, and the third-row seat is truly suitable for adults. The second- and third-row seats can be folded flat with the push of a button to create an enormous cargo area. A recent refresh introduced Ford's latest Sync 4 infotainment system, with either a standard 12-inch display or an optional 15.5-inch display. Ford's BlueCruise active driving assistance system comes standard on the Platinum trim.

Ford Explorer

GAS 60 OVERALL SCORE

$36,860-$56,770 RELIABILITY ↓

21 MPG

The Explorer has a spacious cabin and is relatively agile among three-row midsized SUVs, but the driving experience is marred by a clunky transmission, noisy engine, and stiff-edged ride. Most versions use the base 2.3-liter turbocharged four-cylinder engine, which is energetic but sounds raspy. Plus, the transmission has rough shifts, particularly at low speeds. In our tests this combination returned an unimpressive 21 mpg overall. High-end versions have a slicker 3.0-liter V6 turbo. The controls and infotainment system are very easy to use. The third row is tight, as is common for the class. A power liftgate is standard. A freshening for 2025 includes a larger infotainment screen and the optional hands-free BlueCruise system.

⇊ ↓ ! ↑ ⇈

WORSE ⟝——⟞ BETTER

✔ CR RECOMMENDED

Ford F-150

GAS 63 OVERALL SCORE

HYBRID 54 OVERALL SCORE

The refreshed 2024 F-150 has exterior styling updates, while the interior is largely unchanged. The cabin is very quiet, and the crew-cab versions we tested are very roomy. The 2.7-liter turbo V6 provides effortless acceleration and a respectable 19 mpg overall, while the powerful hybrid gets just 1 mpg more. The ride is stiff, and handling is ponderous. Controls are straightforward, but the interior is spartan. The Sync 4 infotainment system is very easy to use and has a standard 12-inch touchscreen. Clever features include a tailgate designed to serve as a workbench and an optional built-in generator to power tools. Both BSW and RCTW are optional. Ford's BlueCruise active driving assistance system is available. The hybrid's well-below-average reliability is worse than the gas-only F-150's.

$36,570-$77,980 RELIABILITY ↓

19 MPG / ***HYBRID* 20** MPG

Ford F-150 Lightning

EV 69 OVERALL SCORE

The Lightning is Ford's first fully electric pickup. The standard-range battery has an EPA-estimated range of 240 miles. We got 270 miles in a highway range test of our extended-range battery truck. The maximum DC fast-charging acceptance rate is 150 kilowatts, very slow considering the 131-kilowatt-hour battery pack. The powerful truck delivers quick and whisper-quiet acceleration. The independent rear suspension gives the Lightning a more comfortable ride than the regular F-150, though handling is still lumbering. Higher trims have a giant infotainment screen, but it forces some extra steps for common functions and adds to driver distraction. The power-operated hood reveals a large front trunk. The Lightning with the extended-range battery has a 1,952-pound payload capacity and up to 10,000 pounds towing, but for only a short distance.

$54,995-$84,995 RELIABILITY ↓

RANGE **270** MILES

Ford Maverick ✓

GAS 78 OVERALL SCORE

HYBRID 77 OVERALL SCORE

The "base" Maverick uses a hybrid powertrain that gets 37 mpg overall and can tow 2,000 pounds; it is available only with front-wheel drive. The optional 250-hp turbo four-cylinder is mated to an eight-speed automatic, with front- or all-wheel drive. This powertrain can tow up to 4,000 pounds and gets 23 mpg overall, but its tendency to lug along at low revs sends annoying vibrations into the cabin. The ride is refined for a pickup truck, and handling is very secure. Maneuverability, access, and visibility are commendable, and the controls are super-easy. However, the truck is loud (the hybrid is quieter), and the interior ambience is utilitarian. The 4.5-foot-long bed is deep enough to be practical and is very easy to reach into. BSW and RCTW are optional. The Hybrid has average reliability.

$23,815-$34,855 RELIABILITY ↑

23 MPG / ***HYBRID* 37** MPG

Ford Mustang

GAS NA OVERALL SCORE

The Mustang's 2024 redesign focuses on sharpening its appearance, boosting the convenience technology, and edging up horsepower. There are three core versions: the EcoBoost with a turbocharged four-cylinder engine; GT with a 5.0-liter V8 that produces about 480 hp; and an all-new Dark Horse, a higher-performance V8 model with 500 hp. The EcoBoost and GT are available in coupe and convertible body styles. Our GT with a manual transmission packs all the visceral thrill, thrust, and sound that make driving it so invigorating. Drivers can customize the exhaust sound level, steering effort, and more. Handling is taut and agile, and the ride isn't too punishing. Rear seat and access are compromised, but that's to be expected.

$30,920-$58,185 RELIABILITY !

NA MPG

Ford Mustang Mach-E ✓

EV 70 OVERALL SCORE

The Mach-E is Ford's first designed-from-the-ground-up EV. With styling cues from the iconic Mustang muscle car, this five-passenger SUV has useful cargo room and is available with all-wheel drive. The extended-range battery version with all-wheel drive was able to drive 299 miles in our highway range test. On a 240-volt home charger, it takes about 10 hours to fill the 91-kilowatt-hour battery from empty. The Mach-E is quick and quiet, with taut and agile handling, all of which make it fun to drive. The ride is jittery and unsettled, however. A 15.5-inch vertical touchscreen dominates the stark interior; the system has a steep learning curve before familiarity sets in. The BlueCruise active driving assistance system is available.

$43,495-$59,995 RELIABILITY !

RANGE **299** MILES

Ford Ranger

GAS NA OVERALL SCORE

The redesigned Ranger has a modern-looking, screen-filled interior; a wider bed; and a generous suite of advanced safety features. There is now just a single body style, the crew cab, offered in two- and four-wheel drive. The base 2.3-liter turbocharged four-cylinder engine with 270 hp carries over. The midlevel option is a more powerful 315-hp, 2.7-liter turbocharged V6. The new off-road-focused Raptor has a 405-hp, 3.0-liter turbocharged V6. All engines use a 10-speed automatic transmission. The standard infotainment screen is 10.1 inches, while a 12-inch display is also available. Both feature the latest Sync 4A system. BSW and RCTW are optional.

$32,670-$55,470 RELIABILITY !

NA MPG

Genesis Electrified GV70 ✓

EV 69 OVERALL SCORE

The Electrified GV70 is built on the conventional GV70's platform rather than using an EV-specific one. Still, it's one of the nicest EVs you can buy, with vigorous acceleration, capable handling, a comfortable ride, and a quiet and pampering cabin. Unfortunately, its driving range is on the short side—it got just a modest 220 miles in our 70 mph highway range test. Home charging of the 77.4-kWh battery is on the quick side, thanks to a 10.9-kW onboard charger, and its 240-kW max acceptance rate at public DC fast chargers is also commendable. The front charging port can be awkward to access, though. The dual-motor drive system gives the GV70 EV standard AWD. Some controls are unintuitive and distracting, such as the infotainment controller knob that looks almost identical to the gear-selector dial.

$66,450-$73,250 RELIABILITY !

RANGE **220** MILES

Genesis G70

GAS 65 OVERALL SCORE

The Genesis G70 sports sedan comes with a 2.5-liter turbocharged four-cylinder as its standard engine for 2024 that promises quicker acceleration and better fuel economy than the original 2.0-liter, which returned 23 mpg overall in our tests. We got 24 mpg overall with the 2.5-liter turbo in our tests of the G80. The uplevel 365-hp turbo V6 is quieter and makes the car quicker. The G70 has agile handling and a taut, controlled ride. The car is quiet, and the interior is well assembled. Access can be tough because of the car's low stance, and the cabin is very cramped, particularly the back seat. The 10.25-inch infotainment system is mostly straightforward, and plenty of physical knobs and buttons make other features easy to use.

$41,500-$52,050 RELIABILITY !

23 MPG

Genesis G80 ✓

GAS
74
OVERALL SCORE

This formidable luxury midsized sedan is serious competition for German and Japanese rivals. It comes standard with a responsive 300-hp, 2.5-liter turbo four-cylinder. Combined with a slick-shifting eight-speed automatic, this pairing returned a just so-so 24 mpg overall in our tests. All-wheel drive is standard. There's also a punchy 375-hp, 3.5-liter turbo V6. There's a fully electric version with 365 hp from dual motors and an EPA-rated 282-mile range. The ride is plush, handling is sharp, and braking is top notch. Fit and finish is impressive yet understated. The cabin is roomy, and the seats are comfortable in the front and rear. However, the infotainment system is overcomplicated, and the unintuitive gear selector is tricky to use.

$54,150-$64,000 RELIABILITY !

24 MPG

Genesis G90

GAS
NA
OVERALL SCORE

The G90 has abundant luxury and technology features. Two engines are available: a stout 375-hp, 3.5-liter turbo V6 and a more powerful 409-hp version with an electric supercharger. The supersmooth eight-speed automatic complements both. The G90 rides very comfortably, mopping up every bump and rut with its supple suspension. Handling is responsive, thanks in part to available rear-wheel steering. The cabin is beautifully finished and is designed to pamper, with massaging seats, soft-closing doors, and a high-quality sound system. Top versions have a reclining rear seat for those who would rather be chauffeured. The active driving assistance system is able to change lanes.

$89,200-$99,500 RELIABILITY !

NA MPG

Genesis GV60 ✓

EV
75
OVERALL SCORE

The GV60 is one of the best EVs, thanks to its smooth acceleration, comfortable ride, agile handling, and stylish interior. It has an EPA-rated 248-mile range, but we got 251 miles in our highway range test from its 77.4-kilowatt-hour battery and AWD. Rear-wheel drive is available. Like its Hyundai and Kia siblings, the GV60 can charge more quickly than other EVs when using DC fast charging in public places. The controls are slightly easier to use than the overly complicated setups found in other Genesis models, and there are some interesting features, such as a retractable gear selector in the shape of a crystal ball, facial recognition to unlock the car, and a fingerprint reader to turn on the vehicle. Rear and side visibility are compromised because of the car's swoopy styling and no rear quarter window or rear window wiper.

$52,000-$69,550 RELIABILITY !

RANGE **251** MILES

Genesis GV70

GAS
63
OVERALL SCORE

The GV70 more than holds its own in the compact-luxury SUV segment. The standard 2.5-liter turbocharged four-cylinder engine is punchy and polished, and yields a competitive 24 mpg overall. A more powerful V6 and a purely electric version are also available and are quieter and quicker. The GV70 is taut and agile, with sports-sedan-like handling, yet the ride is pliant and composed. All-wheel drive is standard. The lavishly furnished cabin is impressive, and the seats are comfortable and supportive. Despite the angled roofline, rear-seat room is decent but rear visibility is hampered. The controls are unintuitive and distracting, including the rotary gear selector.

$45,150-$67,300 RELIABILITY ↓

24 MPG

Genesis GV80

GAS
61
OVERALL SCORE

The GV80 midsized SUV from Hyundai's luxury brand competes on an equal footing with some esteemed competitors. It is quick, quiet, beautifully appointed, and enjoyable to drive. The standard engine is a 2.5-liter turbo four-cylinder, and the uplevel engine is a punchy 3.5-liter turbo V6. The latter delivers effortless power, but it's not very fuel-efficient. All-wheel drive is standard. The GV80 has sharp steering and feels taut and agile through corners, yet the ride is comfortable and composed. The interior is finely crafted, but the infotainment system's controller dial is tricky to use. A very small third-row seat is available.

$57,700-$81,750 RELIABILITY ↓

18 MPG

GMC Acadia

GAS
NA
OVERALL SCORE

The midsized, three-row GMC Acadia is redesigned for the 2024 model year, gaining a new engine, a revamped interior, and evolutionary exterior updates. The sole engine is a 328-hp turbo four-cylinder, teamed with an eight-speed automatic. Front- and all-wheel-drive configurations are available. An off-road-focused AT4 trim brings all-terrain tires on 18-inch wheels, an elevated ride height, and unique tuning to the suspension and AWD system. The cabin has a rather minimalist design with a large instrument panel display and standard portrait-oriented, 15-inch touchscreen. Seating can be configured for seven or eight passengers. Maximum tow capacity is 5,000 pounds. The Super Cruise active driving assistance system is available.

$38,000-$55,000E RELIABILITY !

NA MPG

GMC Canyon

GAS
NA
OVERALL SCORE

A near-twin to the Chevrolet Colorado, the Canyon is positioned as a slightly more upscale model. Like the Colorado, the Canyon is available only as a four-door crew cab with a short bed. It's powered by a 310-hp, turbocharged four-cylinder paired to an eight-speed automatic. The ride is relatively civilized, and handling has a semblance of responsiveness. Having an auto-4WD mode is an asset. The engine packs decent midrange punch but sounds raspy. The seat and driving position are much improved. The gate is easy to open and close, and there is a handy step carved into the rear bumper for bed access. Every truck features an 11-inch infotainment screen, with related apps for off-roading and trailering. BSW and RCTW are optional.

$36,900-$55,500 RELIABILITY ↓

NA MPG

GMC Hummer EV

EV
NA
OVERALL SCORE

GMC's first electric SUV and pickup truck promise off-road-ready performance with blazing acceleration. They both feature removable glass roof panels for an open-air driving experience and have the ability to "crab walk" (move diagonally) when negotiating trails. GM's Super Cruise active driving assistance system is available. For 2024, two trims are available for both the pickup and SUV: The 2X gets a 625 hp, dual-motor setup, while the 3X uses three motors and makes 1,000 hp with a promised driving range of more than 350 miles. Both versions seat five passengers, and the pickup truck's 5-foot bed has a power tonneau cover and multifunction tailgate. Over the following two years, less-expensive versions of each will be offered with reduced power and driving range.

$96,550-$104,650 RELIABILITY NA

RANGE NA

↓↓ ↓ ! ↑ ↑↑
WORSE — BETTER

✓ **CR** RECOMMENDED

GMC Sierra 1500

GAS	DIESEL
56	56
OVERALL SCORE	OVERALL SCORE

$37,700-$82,500 RELIABILITY ▼

17 MPG / ***DIESEL* 23** MPG

The Sierra's recent updates include a fresh interior, new trim levels, more safety features, and the availability of the Super Cruise active driving assistance system. Power delivery is smooth and responsive, the ride is steady, the cabin is very quiet, and handling is sound and secure. Our four-wheel-drive crew cab got 17 mpg overall from the 5.3-liter V8 engine, and a 3.0-liter turbodiesel six-cylinder got 23 mpg overall in our tests. Rear-seat room in crew-cab versions is immense, but the truck's height requires climbing up and in. Among the helpful options are a power tailgate and power running boards that can shift rearward to help you reach the bed. Top trims get a 6.2-liter V8 mated to a 10-speed automatic. BSW, RCTW, and highway-speed AEB are optional.

GMC Terrain

GAS
NA
OVERALL SCORE

$28,700-$38,600 RELIABILITY !

NA MPG

The Terrain was recently freshened with exterior updates and an outdoorsy AT4 version. It is a corporate cousin of the Chevrolet Equinox, but a few critical differences compromise it, even though it is positioned as a more premium offering. We found it to be loud and stiff-riding, with severely hampered visibility. The only available engine is a 175-hp, 1.5-liter turbo four-cylinder that is mated to a nine-speed automatic. The Terrain's gear selector is controlled by dash-mounted push buttons that are unintuitive to operate. The infotainment system, on the other hand, is one of the easier ones to use. Highway-speed AEB is not available, and both BSW and RCTW are optional.

GMC Yukon

GAS
51
OVERALL SCORE

$58,200-$98,755 RELIABILITY ▼

17 MPG

Like its Chevrolet siblings, the Yukon's independent rear suspension improves ride comfort, handling, and third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and that powertrain supplies plenty of predictable, uninterrupted acceleration. The ride is comfortable, although it's steadier in the Denali version, with its standard magnetic ride suspension. Handling is secure though ponderous. The enormous cabin is almost eerily quiet. Cargo capacity is generous, weakening the case for the even larger Yukon XL. Controls are very easy to use, except for the tricky electronic gear selector, and the tall hood cuts forward visibility. GM's Super Cruise active driving assistance system is available.

GMC Yukon XL

GAS
51
OVERALL SCORE

$61,200-$101,755 RELIABILITY ▼

16 MPG

Like its smaller sibling, the Yukon XL now has an independent rear suspension that improves ride comfort, handling, and even third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and that powertrain supplies smooth acceleration. The Denali trim's electromagnetic suspension dampers provide a more composed ride than the already good standard suspension. Handling is ponderous, but more responsive with the Denali. The enormous cabin is quiet, and the controls are easy to use, except for the tricky electronic gear selector. It's a big step up to get into the Yukon XL, and the tall hood hurts forward visibility. GM's Super Cruise active driving assistance system is available.

Honda Accord ✓

GAS	HYBRID
78	89
OVERALL SCORE	OVERALL SCORE

$27,895-$38,890 RELIABILITY ▲

32 MPG / ***HYBRID* 40** MPG

The Accord remains a sensible midsized sedan that is roomy, user-friendly, and fuel-efficient. The standard 1.5-liter turbo-four and CVT work smoothly and deliver adequate power. The 204-hp hybrid powertrain maximizes electric propulsion and mimics the shifting of a regular automatic. It managed a thrifty 40 mpg overall in our testing. The second-tier EX trim is well equipped with heated front seats and a sunroof. The ride is comfortable, and handling is responsive but not sporty. Rear-seat room is generous, and the trunk is large with a wide opening that makes the space easy to access. Controls are very easy to use in all the trim levels. It's unfortunate that BSW and RCTW are not available on the base LX. The Hybrid's reliability is above average, while the nonhybrid's is average.

Honda Civic ✓

GAS	SI
71	71
OVERALL SCORE	OVERALL SCORE

$23,950-$44,795 RELIABILITY !

33 MPG / ***SI* 32** MPG

The Civic's standard 2.0-liter four-cylinder has adequate power and gets 33 mpg overall. Handling is nimble and secure, but the ride is stiff and choppy, and the elevated road noise gets tiring on trips. The top Touring trim has better sound insulation and uses a more powerful 1.5-liter turbo engine, but it's pricier. The sporty Si version comes with a punchy 200-hp, turbocharged engine, coupled to a six-speed manual, which returns an impressive 32 mpg overall. The high-performance Type R is powered by a 315-hp, turbo four-cylinder. The Civic's cabin is relatively roomy, but the car's low-slung stance makes it awkward to get in and out. The infotainment system is very easy to use. BSW and RCTW are available only on the top trims. A hybrid version supposedly arrives this year.

Honda CR-V ✓

GAS	HYBRID
85	84
OVERALL SCORE	OVERALL SCORE

$29,500-$36,160 RELIABILITY ▲

26 MPG / ***HYBRID* 35** MPG

The CR-V gained size and weight during its 2023 redesign, but it didn't stray far from its proven formula of practicality and functionality. The 1.5-liter turbo-four mated to a CVT delivers unobtrusive propulsion, but it feels underpowered at times. At 26 mpg overall, fuel economy has regressed. The more fuel-efficient hybrid version combines a 2.0-liter engine with electric drive and got 35 mpg overall in our tests. The CR-V's ride is firm but absorbent, and handling is responsive and secure. The rear seat is generously sized and easy to get into. A relatively simple and boxy shape makes for ample cargo room. The controls and infotainment system are easy to use. BSW and RCTW aren't available on the base LX but are standard on other trims. The hybrid has average reliability.

Honda HR-V ✓

GAS
74
OVERALL SCORE

$24,600-$30,200 RELIABILITY ▲▲

27 MPG

The HR-V has a relatively roomy interior for its size, user-friendly controls, and 27 mpg overall fuel economy. But ride comfort and sound insulation are weak points. Handling is ordinary but ultimately secure. We found that the 158-hp, 2.0-liter engine and CVT feel underpowered. There's plenty of headroom up front, and visibility over the hood is good, but the front seats lose support after about 30 minutes of driving. The controls and infotainment system are very easy to use. The LX and Sport get a 7-inch touchscreen, while the top EX-L gets a 9-inch screen. BSW and RCTW are standard on the Sport and EX-L but are unavailable on the base LX.

Honda Odyssey ✓

GAS
76
OVERALL SCORE

$38,240-$50,370 RELIABILITY !
22 MPG

The Odyssey blends refinement, quietness, and convenience in a practical package. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. The 280-hp, 3.5-liter V6 engine supplies plenty of power and is teamed with a slick 10-speed automatic. The engine is smooth, punchy, and hushed. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector takes getting used to, the 22 mpg fuel economy is no match for the Toyota Sienna hybrid, and unlike the Sienna and Chrysler Pacifica, the Odyssey isn't available with all-wheel drive. The 8-inch infotainment touchscreen is slow to respond and can be distracting.

Honda Passport ✓

GAS
70
OVERALL SCORE

$41,900-$47,970 RELIABILITY !
21 MPG

The Passport is a shorter, five-seat version of Honda's previous-generation Pilot. In our tests the smooth, refined 3.5-liter V6 engine and nine-speed automatic returned 21 mpg overall. The midsized Passport slots between the compact CR-V and the three-row Pilot, and competes with the Ford Edge and Nissan Murano. Unlike the Pilot, we found the Passport's ride to be stiff but without a marked improvement in handling agility. The infotainment system is slow to respond, and the push-button gear selector is tricky to use without looking down at it. The entry EX-L trim is well equipped, has a roomy interior, and is full of handy storage places. All Passports come with all-wheel drive.

Honda Pilot ✓

GAS
77
OVERALL SCORE

$37,090-$52,480 RELIABILITY !
21 MPG

The Pilot is roomy, comfortable, and user-friendly. The smooth and refined V6 engine produces 285 hp and pulls strongly. It's paired with a slick, responsive 10-speed automatic. Most versions have an eight-passenger seating configuration with a flat-folding third-row seat. The ride is comfortable, and the cabin is quiet. Handling agility falls short, and the overly light steering doesn't help. At least stopping distances are on the shorter side for the midsized three-row SUV class. Controls are very easy to use, though the push-button gear selector takes some familiarity. The cabin has lots of handy storage cubbies and bins, and the second-row seat conveniently clears a path to the third row with the touch of a button. Maximum towing capacity is 5,000 pounds. BSW and RCTW aren't available on the base LX.

Honda Prologue

EV
NA
OVERALL SCORE

$47,400-$57,900 RELIABILITY NA
RANGE NA

Honda will launch its all-new electric Prologue SUV in 2024, similar to the already announced Acura ZDX. Co-developed with General Motors, it has a long, 121.8-inch wheelbase and midsized SUV functionality. Honda estimates the single motor EX will have an EPA driving range of 300 miles. Range estimates for the all-wheel-drive versions vary by trim, with the most common ones able to go 281 miles on a full charge. All versions have an 85-kilowatt-hour battery and a maximum DC fast-charging acceptance rate of 150 kilowatts. The cabin features an 11-inch digital instrument panel and an 11.3-inch infotainment screen; both look like tablet computers, rather than being integrated into the dash design. Honda says the Prologue will be followed by a wave of EVs based on its new in-house-developed platform.

Honda Ridgeline ✓

GAS
77
OVERALL SCORE

$39,750-$46,350 RELIABILITY !
20 MPG

Honda's easy-to-live-with Ridgeline midsized pickup is unlike most trucks in that it has a carlike unibody construction, fully independent suspension, and lockable trunk space below the composite bed floor. The rear gate can swing out like a door or open straight down like any other pickup. Power comes from a slick 3.5-liter V6 engine, which returned 20 mpg overall in our tests. A nine-speed automatic is the only available transmission, and all-wheel drive comes standard. Towing capacity is modest, at 5,000 pounds, and the bed is shallow. Ride comfort is a high point, and handling is more responsive than in conventional pickup trucks, plus the cabin is quiet. The infotainment system is tricky to use. BSW and RCTW are unavailable on the base Sport but standard on other trims.

Hyundai Elantra ✓

GAS
74
OVERALL SCORE

HYBRID
77
OVERALL SCORE

$21,475-$28,315 RELIABILITY ⏫
33 MPG / ***HYBRID* 48** MPG

The Elantra is one of the better small sedans. It has a sleek and easy-to-use infotainment system, a well-tuned transmission, and a relatively roomy interior for the class, plus it gets impressive fuel economy. The hybrid version is the best choice, not only for its superb 48 mpg overall but also for its better ride and handling. The standard engine is a 147-hp four-cylinder teamed with a continuously variable transmission, which together give quick acceleration and a commendable 33 mpg overall. A sporty 276-hp turbo N model is also available. Handling is nimble, but the ride is too firm and the engine gets noisy. Seat comfort is so-so unless buyers get the pricier Limited trim, and the car's low stance makes access awkward. The hybrid version has average reliability.

Hyundai Ioniq 5

EV
67
OVERALL SCORE

$41,650-$59,250 RELIABILITY ▼
RANGE **267** MILES

The Ioniq 5, which is related to the Genesis GV60 and Kia EV6, is one of the most impressive EVs we've tested, with punchy acceleration, agile handling, a reasonably comfortable ride, and generous interior room. The EPA-estimated driving range is 303 miles for the single-motor, rear-wheel-drive version with the 77.4-kilowatt-hour battery and 260 miles for the dual-motor, all-wheel-drive model. Our AWD test car managed 267 miles during our 70 mph highway range test. Quick charging times are possible at public DC fast-charging venues, thanks to the battery's maximum acceptance rate of 235 kilowatts. Despite its futuristic vibe, the Hyundai's controls are mostly user-friendly. Many interior surfaces, such as the seats, headliner, and door trim, use eco-friendly materials.

Hyundai Ioniq 6 ✓

EV
83
OVERALL SCORE

$37,500-$53,650 RELIABILITY ▲
RANGE **265** MILES

The Ioniq 6 has an EPA-estimated driving range that spans 240 to 361 miles, depending on the trim line and tire size. It offers a choice of a 53- or 77.4-kilowatt-hour battery. Each version is offered with either rear- or all-wheel drive by virtue of dual motors. Our AWD test car with 20-inch tires and the larger battery went 265 miles in our 70 mph highway range test. Like the Ioniq 5, the 6 is capable of rapid DC fast charging in public places. The sedan's ride is firm yet comfortable, handling is agile, acceleration is smooth, and the cabin is quiet. The front seats are comfortable and the driver has decent space, but the rear seat is tight on headroom and foot space under the front seats. The aerodynamic styling results in limited trunk space and a narrow opening. Unfortunately, the window controls are inconveniently placed on the center console.

⏬ ▼ ! ▲ ⏫
WORSE ├──┤ BETTER

✓ **CR** RECOMMENDED

Hyundai Kona

GAS
NA
OVERALL SCORE

$24,100-$33,150 RELIABILITY !
NA MPG

The redesigned Kona is much more mature and substantial than the original. This generation is larger, making it considerably roomier for passengers and cargo. The standard 2.0-liter four-cylinder is mated to a very cultured CVT, and the uplevel 1.6-liter turbocharged four-cylinder is matched with an eight-speed automatic. A fully electric version is available with short- and long-range batteries. Between the two gas versions, we prefer the nonturbo engine for its more linear and predictable power delivery. Front- or all-wheel drive is available on the gas versions. We found the ride reasonably comfortable, handling is responsive, and the car is relatively quiet. Controls are easy to use, including the touchscreen infotainment system. Upscale features such as a power seat and power liftgate are offered as options.

Hyundai Palisade ✓

GAS
83
OVERALL SCORE

$36,400-$53,600 RELIABILITY ▲
21 MPG

The Palisade three-row midsized SUV can seat seven or eight people, depending on whether the second row is a bench or two separate captain's chairs. It shares its platform and many components with the Kia Telluride, including its smooth 291-hp, 3.8-liter V6 that's paired with an eight-speed automatic. The roomy cabin is very quiet. The Palisade rides comfortably, but handling is not particularly nimble. The interior is filled with thoughtful details and benefits from simple controls, except for the unintuitive push-button gear selector and the faraway touchscreen infotainment system.

Hyundai Santa Cruz ✓

GAS
74
OVERALL SCORE

$26,900-$41,320 RELIABILITY !
24 MPG

Blending a small SUV and a pickup truck, the Santa Cruz comes with a rather strained 2.5-liter four-cylinder, but a powerful turbocharged engine is also available. Front- and all-wheel-drive versions are available. Fuel economy of 24 mpg overall in the turbo version is impressive. The Santa Cruz drives like a car, with responsive handling, a comfortable ride, and easy maneuverability. Rear visibility is hampered because of the small rear window and thick back pillars. Maximum tow capacity is a commendable 5,000 pounds, with a payload of 1,400 pounds. The tiny bed measures just over 4 feet long, but at least it has a lockable underbed trunk. Higher trims come with a handy sliding tonneau cover. Highway-speed AEB is optional.

Hyundai Santa Fe

GAS
NA
OVERALL SCORE

$33,940-$48,800 RELIABILITY !
NA MPG

The midsized Hyundai Santa Fe SUV is redesigned for the 2024 model year, giving it a boxy look and a striking interior. Increased dimensions bring improved interior space for rear passengers, a standard small third-row seat, and a larger rear hatch opening. Two carryover powertrains will be offered: a 2.5-liter turbocharged four-cylinder engine with an eight-speed dual-clutch automatic transmission and a 1.6-liter turbocharged four-cylinder hybrid with a six-speed automatic. The plug-in hybrid option has been dropped. Front- and all-wheel drive will be available. The dash features a large, curved display screen that integrates the dual 12.3-inch displays for the digital driver's instrument screen and the infotainment system.

Hyundai Sonata ✓

GAS | **HYBRID**
74 | 72
OVERALL SCORE | OVERALL SCORE

$27,500-$34,950 RELIABILITY !
31 MPG / ***HYBRID* 44** MPG

The 2024 Sonata gets a freshening that includes a wide, rectangular display screen that reaches from the steering wheel across the center console; and over-the-air update capability. Both conventional gas and hybrid-electric drivetrains, and a 2.5-liter turbocharged engine for the N Line performance version, are available. The standard 2.5-liter four-cylinder coupled to an eight-speed automatic provides unobtrusive, linear power and 31 mpg overall in our tests. For 2024, it will be available with all-wheel drive. The hybrid returned an excellent 44 mpg overall in our tests, but we found that its six-speed automatic has some rough shifts. We like the sedan's responsive handling but found the ride to be stiff. Rear-seat room is decent, although the low stance compromises access.

Hyundai Tucson ✓

GAS | **HYBRID** | **PHEV**
82 | 85 | 82
OVERALL SCORE | OVERALL SCORE | OVERALL SCORE

$27,250-$45,200 RELIABILITY ▲
26 MPG / ***HYBRID* 35** MPG
***PHEV* 31** MPG; RANGE **33** MILES

The Tucson's standard 2.5-liter four-cylinder and eight-speed automatic provide leisurely acceleration. The hybrid version is significantly quicker and quieter, and gets an excellent 35 mpg overall. A plug-in hybrid is also available and can cover 33 miles on electric power. The ride is firm yet steady, handling is responsive and secure, and the quiet cabin is nicely trimmed for the class. The back seat is roomy, and the cargo area is generous for the class. Controls are easy to use. But higher trims replace physical volume and temperature knobs with touch-sensitive controls and a push-button gear selector. The Hybrid and PHEV versions have average reliability.

Hyundai Venue ✓

GAS
64
OVERALL SCORE

$19,800-$23,050 RELIABILITY !
32 MPG

Hyundai's tiny Venue has a boxy, SUV-like shape that makes it feel roomier than one might expect. It fits beneath the Kona in the Hyundai lineup and competes with other front-wheel-drive-only models, such as the Chevrolet Trax and Nissan Kicks. As is the case with other subcompacts, the Venue's 121-hp, 1.6-liter four-cylinder engine is not tremendously powerful, the ride is stiff and choppy, and the cabin is noisy. Handling is nimble, and the car is extremely easy to park and maneuver. An 8-inch touchscreen infotainment system is standard. BSW, RCTW, and highway-speed AEB are optional.

Infiniti Q50 ✓

GAS
74
OVERALL SCORE

$43,050-$58,900 RELIABILITY !
22 MPG

The Q50 luxury sports sedan is available in rear- and all-wheel drive. Its 300-hp turbo V6 engine is very punchy and, combined with the seven-speed automatic, makes the car quick. But fuel economy is a thirsty 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin and back seat are relatively roomy, but the trunk is small, even for this class. Fit and finish comes up short, and the level of amenities is below the curve for a luxury model, showing this car's age. Infiniti's dual touchscreen infotainment system is slow and cumbersome to use. It requires multiple steps for simple tasks, which causes additional driver distraction. The Red Sport model comes with a 400-hp turbo V6. Unfortunately, pedestrian detection is not offered.

Infiniti QX50

GAS

67

OVERALL SCORE

Infiniti's QX50 is powered by a 268-hp, 2.0-liter turbo four-cylinder engine mated to a continuously variable transmission. Acceleration is competitive, but we got just 22 mpg overall in our all-wheel-drive test car. This trails most competitors, as well as Infiniti's own fuel-economy claims. Interior fit and finish is impressive, and the cabin is quiet and roomy. The QX50 has lackluster but secure handling. We found the ride to be mostly calm, but some impacts come through as stiffer than expected. The convoluted controls are very confusing and distracting. Infiniti's ProPilot Assist feature is now standard; it can keep the QX centered in its lane, and maintain and adjust speed according to traffic.

$40,850-$57,900 RELIABILITY !

22 MPG

Infiniti QX60 ✓

GAS

70

OVERALL SCORE

Infiniti transformed the three-row QX60 into a slick, refined vehicle with the 2023 redesign. Based on the Nissan Pathfinder, this luxury SUV's 295-hp V6 and nine-speed automatic supply plenty of power and deliver a decent 21 mpg overall. Front- and all-wheel-drive versions are available. The ride is comfortable, and the cabin is quiet. Handling is sound but not particularly agile. The standard 12.3-inch touchscreen infotainment system is fairly easy to navigate, with functions handled via either the screen or a knob on the center console. The ProPilot Assist active driving assistance system uses adaptive cruise control and lane centering assistance to help reduce stress while driving in highway traffic.

$49,650-$66,100 RELIABILITY !

21 MPG

Infiniti QX80

GAS

56

OVERALL SCORE

The QX80 large SUV has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with cumbersome handling in everyday driving, though it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but the QX80 chugs premium fuel and returns just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungraceful affair. Cargo volume is plentiful, and the small power-folding third-row seat comes in handy for carrying two kids. A recent refresh brought a more modern infotainment system and other updated controls. The Nissan Armada is essentially the same vehicle but costs less.

$74,150-$88,450 RELIABILITY !

15 MPG

Jaguar E-Pace

GAS

52

OVERALL SCORE

The E-Pace is a stylish and nimble small luxury SUV powered by a 2.0-liter turbocharged four-cylinder mated to a nine-speed automatic and all-wheel drive. Unfortunately, its 246 hp is delivered in an uneven fashion: It either accelerates with a sudden burst or feels lethargic and slow. Fuel economy of 21 mpg overall is abysmal, given its small size. Agile handling and sharp steering make the little Jaguar fun to drive, but it comes at the expense of a stiff ride that lets the passengers feel every bump and rut. The controls are cumbersome but manageable, and the touchscreen infotainment system has been updated with Jaguar's latest Pivi Pro system. Rear and side visibility are challenging, thanks to thick roof pillars. Interior ambience is too ordinary and not befitting a car in this class.

$49,500 RELIABILITY ⌄

21 MPG

Jaguar F-Pace

GAS

51

OVERALL SCORE

Jaguar's compact luxury SUV shares its platform with the XF sedan and Range Rover Velar. A 2.0-liter turbo four-cylinder is the base engine. Higher-end versions get a turbocharged 3.0-liter six-cylinder that makes the car feel quick and effortless. There's also a wild SVR model with a 542-hp, supercharged V8. A smooth eight-speed automatic and all-wheel drive are standard. The taut and nimble F-Pace is one of the best-handling SUVs, which makes for a lively driving experience, though the ride is stiff and choppy. The seats are comfortable, but interior quality doesn't match that of an Audi Q5 or a BMW X3. The infotainment system has been updated to Jaguar's latest Pivi Pro system. We found that the A/C system isn't always up to the task.

$57,000-$91,900 RELIABILITY ⌄

20 MPG

Jaguar I-Pace

EV

54

OVERALL SCORE

The I-Pace all-electric SUV seats five and has an EPA-estimated driving range of 246 miles. It's a quick and quiet car that handles nimbly. The ride is firm yet comfortable. The interior is luxurious, with an attractive combination of charm and high-tech features, including dual screens for the infotainment system along with a fussy push-button gear selector. The ability to raise the ride height allows the I-Pace to traverse moderately rough terrain. The 90-kilowatt-hour battery takes about 13 hours to recharge from almost empty using a 240-volt connection. Even at a public DC fast charger, the I-Pace is behind the pace because of its mere 100-kilowatt acceptance rate.

$72,000 RELIABILITY ⌄

RANGE **246**^{E} MILES

Jaguar XF

GAS

NA

OVERALL SCORE

The XF is an agile mid-sized luxury sedan, thanks to its taut suspension, nimble handling, and lively steering. Yet its ride is very supple and composed. That combination makes it very enjoyable to drive. It comes in rear- and all-wheel-drive versions. A recent refresh brought a snazzier interior, an easier-to-use gear selector, and better-placed window controls, as well as an updated infotainment system. The rear-drive P250 model uses a 246-hp, turbo four-cylinder, while the all-wheel-drive P300 benefits from a 296-hp turbo-four. Both engines come with a smooth-shifting eight-speed automatic. The front and rear seats are very comfortable, and the trunk is large.

$49,800-$53,500 RELIABILITY ⌄

NA MPG

Jeep Compass

GAS

NA

OVERALL SCORE

The Compass received a host of changes in the 2023 model year. Jeep replaced the 2.4-liter four-cylinder, which we found to be unrefined and sluggish, with a 2.0-liter turbo four-cylinder, and dropped the balky nine-speed automatic in favor of an eight-speed. Four-wheel drive is now standard. The Compass we tested with the 2.4-liter engine wasn't very agile, but it proved to be secure at its limits. Aside from the allure of the Jeep brand, the Compass trails the competition in several important metrics. The ride is rather stiff and jittery. The rear seat is too low and flat. The freshening also brought an updated version of the Uconnect infotainment system with the choice of an 8.4-inch or a 10.1-inch screen.

$25,900-$33,895 RELIABILITY !

NA MPG

Jeep Gladiator

GAS
45
OVERALL SCORE

A longer wheelbase and a 5-foot bed transform the Wrangler into the Gladiator pickup truck. The standard 285-hp, 3.6-liter V6 is mated to either a smooth eight-speed automatic or a six-speed manual. The Jeep returned 18 mpg overall with the automatic in our tests. Unlike most compact pickups, the Gladiator uses coil springs in the rear suspension, which make the ride relatively comfortable, though handling is pretty clumsy. A soft top is standard, though a removable hardtop is available. Wind noise on the highway is elevated with either top. The off-road-focused Rubicon has suspension and tires that are optimized for rock climbing. The damped tailgate is a nice touch, and a full-time 4WD system is available. The 3.0-liter V6 diesel has been discontinued. AEB, BSW, and RCTW are optional, and pedestrian detection isn't offered.

$38,990-$51,245 RELIABILITY ⌄

18 MPG

Jeep Grand Cherokee

GAS
54
OVERALL SCORE

PHEV
55
OVERALL SCORE

The Grand Cherokee is comfortable and upscale and packs some Jeep aura. The interior is nicely finished, and the SUV drives well. The standard 3.6-liter V6 is responsive, and the eight-speed automatic is smooth. Handling is sound and secure, and the ride is firm yet absorbent, particularly with the smaller 18-inch tires. Off-road seekers will want the Trailhawk, which has low-range gearing and height-adjustable suspension. The 4xe plug-in hybrid version uses a 2.0-liter turbocharged four-cylinder coupled with electric drive and provides 25 miles of electric-only range. It's quick and quiet, and the hybrid is well integrated. The infotainment system has many features and customization options but can be confusing.

$40,035-$74,670 RELIABILITY ⌄

20 MPG / ***PHEV* 21** MPG; RANGE **25** MILES

Jeep Grand Cherokee L

GAS
51
OVERALL SCORE

Jeep's midsized three-row SUV is a longer version of the Grand Cherokee. Most GC-Ls are powered by the familiar 290-hp, 3.6-liter V6, which tends to be noisy when revved and isn't that powerful or fuel-efficient. The eight-speed automatic is smooth and downshifts appropriately to help slow the vehicle when descending hills. The ride has an underlying firmness but is compliant enough to keep the truly harsh hits out. Body roll is well contained in corners, but the steering is too light. Six- and seven-passenger configurations are available, and the third row is relatively roomy. The interior exudes a premium feel, but some controls can be confusing.

$42,035-$68,560 RELIABILITY ⌄

19 MPG

Jeep Renegade

GAS
44
OVERALL SCORE

While already discontinued, there are still some Renegades on dealer lots. Despite its enticingly cute looks, the SUV is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the old 2.4-liter was unimpressive at 24 mpg overall. A 1.3-liter turbocharged four-cylinder engine is now standard and should be more fuel-efficient. Handling is cumbersome, and the ride is choppy. Excessive vibrations while the engine is idling and a too-touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. On the bright side, the easy-to-use Uconnect infotainment system is one of the best in the business. Pedestrian detection is not offered, and AEB is not available on the Trailhawk.

$27,850-$32,970 RELIABILITY ⌄

24 MPG

Jeep Wagoneer

GAS
50
OVERALL SCORE

This large three-row luxury SUV is based on the Ram 1500 pickup truck and comes in standard and long-wheelbase body styles. Unlike the Ram, the Wagoneer has independent rear suspension. The more premium Grand Wagoneer gets either a larger 6.4-liter V8 or a 510-hp twin-turbo six-cylinder, more luxury amenities, and typically a six-figure price. We tested the Wagoneer with its original 392-hp, 5.7-liter V8, which returned just 15 mpg overall, but it should be less thirsty with the new turbo six-cylinder. Otherwise, the Wagoneer rides comfortably, particularly if equipped with the optional air suspension, and the big SUV is very quiet. Handling is sound but not a strong suit. The cabin is very roomy, and even the third-row seat is suitable for adults. A 15-inch-longer L version is available for both Wagoneers.

$62,945-$82,445 RELIABILITY ⌄

15 MPG

Jeep Wrangler

GAS
25
OVERALL SCORE

The Wrangler remains true to the off-roading icon's heritage. Its essential hallmarks remain, with body-on-frame construction, solid axles, and two- and four-door configurations. Hardcore off-road fans will want the Rubicon. The standard 2.0-liter turbocharged four-cylinder provides decent power. The V6 with the eight-speed automatic feels stronger, and we got 18 mpg overall. Jeep also offers a 4xe plug-in hybrid that can drive 21 miles on electric power. Handling is cumbersome but secure. The ride is stiff and jiggly, and there's lots of wind noise at highway speeds, regardless of roof choice. AEB, BSW, and RCTW are all optional, and pedestrian detection isn't offered at all. A 12.3-inch touchscreen with the latest UConnect infotainment system is part of a 2024 freshening.

$31,995-$91,545 RELIABILITY ⌄

18 MPG

Kia Carnival ✔

GAS
83
OVERALL SCORE

Kia's minivan is roomy and refined, and it comes with desirable active safety features and plenty of optional luxury amenities. The Carnival uses a punchy 290-hp V6 that has lots of power in reserve, mated to a smooth-shifting eight-speed automatic. Its 21 mpg overall is similar to other V6 competitors but no match for the Toyota Sienna hybrid. The ride is comfortable, and handling is secure but not agile. Controls are easy to use. High-end versions come with a loungelike reclining feature for the second row. The midsection of the second row can handily slide fore and aft, but owners have to remove the second-row seats for maximum cargo capacity, and they are heavy. A hybrid version will be available when the 2025 model arrives later this summer.

$33,200-$46,300 RELIABILITY ⌃

21 MPG

Kia EV6 ✔

EV
77
OVERALL SCORE

The EV6 is Kia's first car designed from the outset to be fully electric. EPA-estimated driving ranges are 310 miles for the rear-drive, long-range-battery model and 282 miles for the all-wheel-drive version. We got 277 miles in our highway range test for the AWD. The base rear-drive model has a smaller battery, less horsepower, and only a 232-mile range. The top-level GT AWD model produces a whopping 576 hp. Recharging can be done relatively quickly at public DC fast chargers, thanks to the EV6's 240-kilowatt max acceptance rate. The EV6 is taut and agile, and the ride is steady and comfortable. It glides silently down the road and accelerates briskly. Rear and side visibility are restricted, and the car is saddled with annoying split-use climate and audio controls.

$42,600-$61,600 RELIABILITY I

RANGE **277** MILES

Kia EV9

EV
NA
OVERALL SCORE

$54,900-$73,900 RELIABILITY NA
RANGE NA

The EV9 is the first all-electric three-row SUV from a mainstream automaker. It has seating for six or seven, and is about the same size as the Telluride SUV but with a longer wheelbase, giving it more interior space. The single-motor version makes 215 hp with rear-wheel drive, while the dual-motor AWD version makes 379 hp. The long-range, RWD version has an EPA-estimated range of 304 miles, while the AWD version is rated at 280. The SUV is quick and quiet, and rides comfortably. Some of the controls are unusual and unconventional but easy enough to get used to, although the climate information can be difficult to read at a glance because it's hidden by the steering wheel rim. Adaptive cruise control with lane change assistance is also standard.

Kia Forte ✓

GAS
70
OVERALL SCORE

$19,790-$25,190 RELIABILITY ↑
34 MPG

The budget-friendly, compact Forte has some positives, including simple controls and impressive fuel economy. However, it suffers from a too-stiff ride and a noisy cabin. The standard 147-hp four-cylinder pulls adequately, and the continuously variable transmission provides unobtrusive progress, but the engine gets raucous when pushed. At 34 mpg overall, fuel economy is excellent. Handling is responsive, and the Forte tackles corners willingly. But it feels like the suspension transmits every bump to the passengers. The interior is drab and spartan, and the seats in the midlevel LXS are uncomfortable. The infotainment system is simple and easy to use. A sportier GT model with a turbo engine is also available. BSW and RCTW are optional.

Kia K5 ✓

GAS
80
OVERALL SCORE

$25,390-$31,790 RELIABILITY ↑
32 MPG

Kia's midsized sedan is roomy and fuel-efficient, handles securely, and has user-friendly controls. The standard 1.6-liter turbo four-cylinder delivers ample power and commendable fuel economy, at 32 mpg overall in our tests. Although the K5 shares its platform with the Hyundai Sonata, the Kia has a more comfortable ride. The roomy cabin has a traditional layout with a conventional gear selector. Buyers have to step up from the base LXS to the second-tier GT-Line or above to get a power driver's seat. The infotainment system is easy to use, but only versions with the smaller screen have wireless Android Auto and Apple CarPlay compatibility; others require a cable. All-wheel drive is available. The K5 gets a freshening, including a new 2.5-liter engine, for the 2025 model year.

Kia Niro ✓

HYBRID **79** OVERALL SCORE
PHEV **85** OVERALL SCORE

$26,840-$44,600 RELIABILITY ↑
45 MPG / *PHEV* **47** MPG; RANGE **33** MILES

The redesigned Niro is a sensible, economical model that rivals most small SUVs, although it is FWD only. Handling and braking have been improved over the last version, and the ride is mostly comfortable, but road noise is very noticeable. The hybrid achieved an excellent 45 mpg overall, a 2 mpg improvement over the first generation. The powertrain seamlessly blends electric and gasoline power, and we prefer the Niro's smooth-shifting six-speed dual-clutch automatic over the continuously variable transmissions found in most hybrids. Unfortunately, the controls are now less friendly, and outward visibility is hurt by the elimination of the third side window. The Niro is also offered as a plug-in hybrid with an electric range of 33 miles, and 47 mpg when operating as a hybrid.

Kia Niro EV ✓

EV
71
OVERALL SCORE

$39,600-$44,600 RELIABILITY !
RANGE **239** MILES

The second-generation Niro EV is one of the most pleasant-driving, budget-friendly electric models you can buy. The 11-kilowatt onboard charger allows for quicker home charging, but its meager 85-kW max acceptance rate means public DC fast charging will be relatively slow. With a 201-hp electric motor, acceleration is immediate and effortless, and much quicker than the Niro hybrid. We got 239 miles in our 70 mph highway range test. Of note, it's available only with front-wheel drive. Ride and handling are also better with the EV. The front seats are comfortable, and the rear seat is roomy. Hatchback versatility is an asset, and the Niro's compact footprint makes for easy urban maneuverability. Some controls aren't intuitive, particularly the distracting split-use panel for the audio and climate systems. Thick rear roof pillars compromise visibility.

Kia Seltos ✓

GAS
68
OVERALL SCORE

$24,390-$29,990 RELIABILITY !
28 MPG

The Seltos subcompact SUV slots below the Sportage and offers versatility at a budget-friendly price. It has a roomy interior for its small footprint, easy access, clear visibility, and good fuel economy. The standard 2.0-liter four-cylinder engine, paired with a continuously variable transmission, provides unobtrusive acceleration. For 2024, the uplevel 1.6-liter turbocharged four-cylinder engine gained 20 hp and is now paired with an eight-speed automatic. Front-wheel drive is standard, and all-wheel drive is optional. The stiff ride and loud cabin are two significant drawbacks. Handling is responsive and secure. Controls are easy to use, and the rear seat is roomy for the class. BSW and RCTW are unavailable on the base trim but come standard on other trims.

Kia Sorento ✓

GAS **72** OVERALL SCORE
HYBRID **77** OVERALL SCORE

$31,990-$47,390 RELIABILITY !
25 MPG / *HYBRID* **28** MPG

The Sorento SUV slots in between the compact and midsized categories. It comes standard with three rows of seats in either a six- or seven-passenger configuration. Upper trims get the six-passenger format with two individual captain's chairs in the second row. The base four-cylinder engine is neither quick nor quiet, while the 281-hp, turbo four-cylinder that comes on EX and higher trims gives strong acceleration and commendable fuel economy. But its dual-clutch automatic causes low-speed vibrations. Handling is secure, but the ride is moderately stiff. We think the pick of the model line is the hybrid version, which is quieter, rides more comfortably, and gets an impressive 28 mpg overall. There's also a PHEV model with 32 miles of electric-only range.

Kia Soul ✓

GAS
73
OVERALL SCORE

$19,990-$24,290 RELIABILITY !
28 MPG

The Soul blends personality and versatility with its familiar boxy shape and cheerful character. A continuously variable transmission contributes to good fuel economy, but the engine gets loud when pushed hard, such as when merging onto the highway or climbing a steep hill. Handling is nimble, but the ride is notably stiff. Easy access and good outward visibility continue to be strengths. The top EX trim comes with a power driver's seat that has a wider range of adjustments. Controls are easy to use, including the optional 10.25-inch center touchscreen. BSW and RCTW are standard on S and higher trims but optional on the base LX.

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

Kia Sportage ✓

GAS	HYBRID	PHEV
74	79	87
OVERALL SCORE	OVERALL SCORE	OVERALL SCORE

$27,090-$43,990 RELIABILITY ⌃

25 MPG / ***HYBRID* 36** MPG

***PHEV* 31** MPG; RANGE **34** MILES

The Sportage's lackluster four-cylinder engine returned 25 mpg overall in our tests. The hybrid version is quicker and quieter, and it gets 36 mpg overall; the PHEV has an electric-only range of 34 miles and standard AWD. This compact SUV has responsive handling and a firm yet absorbent ride. Most controls are easy to use, although the annoying split-use climate/audio touchscreen panel requires toggling back and forth between the systems. The front seats are comfortable, and the rear seat offers generous room. BSW and RCTW aren't available on the LX but are standard on higher trims. The gas and hybrid have average reliability, and the PHEV is above average.

Kia Telluride ✓

GAS
84
OVERALL SCORE

$35,990-$53,185 RELIABILITY |

21 MPG

The Telluride three-row midsized SUV offers seating for up to eight people and is one of the best in the category. Competing against the Chevrolet Traverse, Honda Pilot, and Toyota Highlander, it shares its platform and many components with the Hyundai Palisade, including its slick 291-hp, 3.8-liter V6 and smooth-shifting eight-speed automatic. It rides comfortably, and the cabin is quiet. The interior is roomy and comes with several well-thought-out details, such as second-row seats that can slide or fold with the single touch of a button. Front-wheel drive is standard, and all-wheel drive is available. Towing capacity is 5,000 pounds.

Land Rover Defender

GAS
47
OVERALL SCORE

$56,400-$118,600 RELIABILITY ⌄

18 MPG

The latest version of Land Rover's classic, go-anywhere SUV is refined and quick. But frustrating controls and unimpressive fuel economy count against it. The Defender comes with a choice of a turbocharged four- or six-cylinder engine or a supercharged V8. Body styles include two- and four-door versions, as well as a long-wheelbase version. Five-, seven-, and eight-passenger seating configurations are available. The various off-road-ready features include selectable modes to help traverse a variety of terrains. We found acceleration plentiful with the 110 model powered by the turbo six-cylinder, but it managed just 18 mpg overall. The ride is steady but firm, and handling is a bit ponderous. The seats are very comfortable, but the infotainment system is slow and distracting to use.

Land Rover Discovery

GAS
49
OVERALL SCORE

$59,900-$79,300 RELIABILITY ⌄

17 MPG

The Discovery three-row SUV blends on-road refinement with off-road and towing prowess. Its optional six-cylinder turbo engine produces plenty of power, and the eight-speed automatic shifts smoothly. A 2.0-liter turbo four-cylinder is standard. Though the optional air suspension makes the ride steady, the Discovery lumbers in corners. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. The second row can fit three adults, but the low bottom cushion provides little leg support, and accessing the tight third-row seat is an awkward process. A recent mild freshening brought an updated infotainment system, more standard equipment, and an improved second-row seat. Maximum towing capacity is a stout 8,200 pounds.

Land Rover Discovery Sport

GAS
46
OVERALL SCORE

$48,900-$53,100 RELIABILITY ⌄

21 MPG

Land Rover's luxury compact SUV struggles against its peers and even mainstream small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. We found the Discovery Sport capable off-road, commendably ascending our rock hill even without low-range gearing. But the on-road ride is stiff, and handling is far from nimble. A freshening spiffed up the previously austere cabin. The infotainment system looks glossy and high-tech, but it's unintuitive to use and slow to respond. To the SUV's credit, its rear seat is roomy.

Land Rover Range Rover

GAS
NA
OVERALL SCORE

$107,400-$234,000 RELIABILITY ⌄

NA MPG

The top-shelf Range Rover, which was redesigned for the 2022 model year, continues its legacy of pushing boundaries, with new tech and an elegant design. The standard engine is a mild-hybrid turbo inline-six that is smooth and powerful. The ride is steady and controlled, thanks in part to the air suspension, which also lowers the vehicle automatically for easy entry and exit. Handling is responsive but not agile. Four-wheel steering helps in parking maneuvers. Controls are too complicated and distracting. The Range Rover is offered in four-, five-, and seven-seat configurations in the long-wheelbase version. A twin-turbo V8 and a plug-in hybrid with a 51-mile electric-only range are also available. An EV will debut later this year.

Land Rover Range Rover Evoque

GAS
46
OVERALL SCORE

$49,900-$54,900 RELIABILITY ⌄

20 MPG

The Evoque is more about style than function, and ends up being frustrating on several levels. For example, the turbo four-cylinder has a pronounced initial delay when accelerating from a rolling stop, with power then coming on abruptly. This makes it tricky to pull out into traffic from a stop. The ride is too stiff, fuel economy is among the worst in its class, and outward visibility is hampered by thick roof pillars and chopped side windows. The dual-screen infotainment system is convoluted and slow to respond to commands. The front seats are comfortable and supportive, but tall passengers will find the rear seat snug. On the plus side, handling is nimble, the front seats are comfortable, and fit and finish is impressive.

Land Rover Range Rover Sport

GAS
61
OVERALL SCORE

$83,600-$180,300 RELIABILITY ⌄

20 MPG

Unlike the previous generation, which tried too hard to be sporty, the latest Range Rover Sport narrows the gap with the full blown Range Rover in terms of luxury and refinement. It is quick with its standard turbo and supercharged six-cylinder engine, and the power delivery is buttery-smooth. Handling is capable, and the ride is comfortable and composed, thanks to the standard air suspension, even with the optional 22-inch tires. The cabin is impressively quiet, and the seats are very comfortable. Interior ambience is swanky, but the controls are not intuitive. Additional powertrains include a plug-in hybrid with a claimed 48-mile electric-only range, and a twin-turbo V8. All use a smooth-shifting eight-speed automatic. An EV version joins the lineup for 2024.

Land Rover Range Rover Velar

GAS
53
OVERALL SCORE

The Velar shares its fundamentals with the Jaguar F-Pace, with a greater emphasis on sportiness than off-road prowess. With the recent freshening, two powertrains are available: a 3.0-liter turbocharged mild-hybrid six-cylinder and a 2.0-liter turbocharged four-cylinder. Even the four-cylinder delivers plenty of oomph. Handling is taut and agile, but the ride is too firm. Dominating the dash in the quiet cabin is Land Rover's latest infotainment system, with two touchscreens. But the bottom one, which houses the climate controls, is mounted too low to easily use while driving. Plus, the system requires too many extra steps to accomplish even simple tasks.

$61,500-$78,400 RELIABILITY ↓

21 MPG

Lexus ES ✓

GAS
82
OVERALL SCORE

HYBRID
88
OVERALL SCORE

This comfortable and refined sedan has a quiet, plush, and well-made interior. The optional V6 is mated to an eight-speed automatic, and the combination has prompt throttle response and a linear power delivery. We attained 25 mpg overall in our test, while the ES hybrid's powertrain returned 42 mpg when we evaluated it. The base four-cylinder ES 250 comes standard with AWD. The ES absorbs bumps very well, and the body stays composed. Handling is sound and secure but not sporty. The cabin is quiet and luxurious, and the front seats are very comfortable. The infotainment system is easy to use.

$42,040-$52,330 RELIABILITY ↑

25 MPG / ***HYBRID* 42** MPG

Lexus GX

GAS
NA
OVERALL SCORE

The redesigned GX promises more luxury and power than the long-running model it replaces. The three-row GX shares the GA-F platform with the Lexus LX, giving it a strong foundation, and it is larger in every key dimension than the model it replaces. Lexus says that interior room and cargo space have been increased. It uses a 349-hp, 3.4-liter turbocharged V6 engine with a 10-speed automatic transmission and full-time four-wheel drive. Lexus claims it gets 17 mpg combined. A hybrid powertrain will be available in the future. A new Overtrail trim level gives the GX heightened off-road abilities, with large 33-inch tires and a rear locking differential.

$62,900-$79,900 RELIABILITY ↑

NA MPG

Lexus IS ✓

GAS
72
OVERALL SCORE

A recent update brought only modest improvements, and the IS luxury sports sedan still trails the competition in terms of the driving experience, interior room, and fuel economy. Rear-wheel-drive versions come with a 241-hp turbo four-cylinder, and all-wheel-drive models have a polished but thirsty 260-hp V6. The sedan can dash from 0 to 60 mph in just over 6 seconds, making it one of the quickest in its class. Handling is fairly nimble but not all that sporty, with steering that lacks feedback. In addition, the ride is jittery on all but the smoothest roads. The well-finished cabin is very snug front and rear, and AWD versions still have a center tunnel protrusion into the driver's legroom. The infotainment system relies on a distracting touchpad but is slightly improved, thanks to a touch-enabled screen. The IS 500 F Sport comes with a 472-hp, 5.0-liter V8.

$40,085-$63,370 RELIABILITY ↑

22 MPG

Lexus LS

GAS
66
OVERALL SCORE

The current LS has strayed far from the epitome of whisper-quiet, stress-free motoring that this ultraluxury sedan used to be known for, thanks to its complicated controls, stiff ride, and compromised seating. Available with rear- or all-wheel drive, the standard 416-hp, 3.4-liter V6 turbo engine is coupled to a 10-speed automatic. But hesitation at low speeds keeps the car from feeling powerful, despite its 6-second 0-to-60-mph acceleration. It's too bulky to feel nimble through corners, and bumps punch through more often than they should, even with the optional air suspension. The cabin is nicely trimmed and luxurious, but the controls are extremely convoluted and frustrating, and it can take several steps to perform simple tasks. Headroom is surprisingly tight in both front and rear for such a large sedan.

$79,335-$114,210 RELIABILITY !

20 MPG

Lexus LX

GAS
NA
OVERALL SCORE

The LX 600 takes the next-generation, full-sized Toyota Land Cruiser (which is not sold in the U.S.) and wraps it in luxury, with a smooth, powerful turbocharged V6 engine, super-quiet and lavishly furnished cabin, soft-closing doors, and off-road capability. It's powered by a 409-hp, turbocharged 3.4-liter turbo V6 engine and a slick 10-speed transmission. It remains a traditional body-on-frame design with a solid rear axle, to the detriment of ride, handling, and third-row space. The height-adjustable suspension can lower the vehicle for easier access or raise it for off-road obstacles.

$92,565-$133,140 RELIABILITY !

NA MPG

Lexus NX ✓

GAS
72
OVERALL SCORE

HYBRID
83
OVERALL SCORE

Lexus made the NX quicker, more fuel-efficient, and swankier, although it isn't particularly engaging to drive. We think the best version is the hybrid. It gets 38 mpg overall, and the powertrain feels more refined during regular driving than the NX 350's 275-hp turbocharged four-cylinder. That engine returned 25 mpg overall in our tests. Handling is responsive though short of sporty, and the ride is firm but comfortable. The cabin is impeccably furnished but narrow, and outward visibility is hampered by thick roof pillars and small windows, particularly toward the rear. A new touchscreen infotainment system replaces the previous NX's fussy touchpad setup. The electronic interior door releases, unintuitive gear selector, and low center dash vents are small faults.

$39,455-$60,005 RELIABILITY ↑

25 MPG / ***HYBRID* 38** MPG

Lexus RX ✓

GAS
78
OVERALL SCORE

HYBRID
83
OVERALL SCORE

The RX is powered by a 2.4-liter turbo four-cylinder mated to an eight-speed automatic. The new engine is powerful and gets good fuel economy at 24 mpg overall, but it isn't particularly refined. The 350h hybrid is much more sparing with fuel, at 34 mpg overall. The RX's ride is comfortable, especially when fitted with the standard 19-inch wheels and tires vs. the optional 21s. Handling is sound and secure but not sporty. The well-finished cabin has lots of padded surfaces and exposed stitching. The front seats are comfortable, and the rear seat is generously sized. The infotainment touchscreen isn't the most intuitive, and the electronic door latches and the gear-selector lever take familiarity to use. A head-up display is optional, but it brings annoying, unlabeled steering-wheel buttons.

$48,600-$69,230 RELIABILITY ↑

24 MPG / ***HYBRID* 34** MPG

⇊ ↓ ! ↑ ⇈
WORSE ⊢⊣ BETTER

✓ **CR** RECOMMENDED

Lexus RZ ✓

EV

74

OVERALL SCORE

$54,000-$64,430 RELIABILITY ▲

RANGE **202** MILES

The RZ 450e is the first Lexus electric vehicle. It shares its platform and many components with the Toyota bZ4X, but it has more power and a nicer interior, and comes standard with all-wheel drive. It's a fine-driving SUV, with vigorous acceleration, a comfortable ride, and a quiet cabin. But the RZ falters when it comes to driving range, charging speed, and the amount of EV-specific information given to the driver. With its 71.4-kilowatt-hour battery and 18-inch wheels and tires, the RZ 450e managed a mere 202 miles in our highway range test; the optional 20-inch tires will reduce driving range even further. Either way, that's notably shorter than any direct rival's range, let alone those of some less expensive EVs. Plus, its 6.6-kilowatt onboard charger is skimpy and results in home charging that's on the slower side.

Lexus TX

GAS

NA

OVERALL SCORE

$53,700-$71,300 RELIABILITY ▲

NA MPG

Lexus is filling a big hole in its SUV line with the all-new TX, a three-row model that shares its dimensions and many mechanical bits with the new Toyota Grand Highlander. Sized a notch up from the RX, the boxy TX comes with two main powertrains: a 275-hp turbo four-cylinder in the TX350, and a smooth and powerful 366-hp turbo four-cylinder hybrid in the 500h F-Sport. We found that the F-Sport also possesses some handling agility along with a comfortable ride. A 404-hp V6 plug-in hybrid with 33 miles of electric-only range is also available. The TX has spacious accommodations for all three rows and tremendous cargo-toting abilities when the third row is folded. The center row can be configured as a bench seat or captain's chairs.

Lexus UX ✓

HYBRID

78

OVERALL SCORE

$35,540-$44,370 RELIABILITY ▲▲

37 MPG

Lexus' entry-level luxury SUV is the brand's smallest model. The UX comes exclusively as a hybrid, with front- and all-wheel-drive versions. We got an excellent 37 mpg overall in our tests, but the engine sounds very boisterous when it revs. The UX has a comfortable ride, but it isn't as plush as the bigger, more expensive Lexus SUVs. Handling is responsive, and the compact size makes the UX very maneuverable, but it isn't sporty to drive. Visibility is limited in all directions, and the interior is tight, particularly the rear seat. The cabin isn't as fancy as it is in other Lexus models. Updates also include a new touch-screen infotainment system. The UX moves to a more powerful hybrid powertrain for 2025.

Lincoln Aviator

GAS

62

OVERALL SCORE

$51,370-$79,225 RELIABILITY ▼

19 MPG

The Aviator is a three-row luxury midsized SUV that shares a platform with the Ford Explorer. It's powered by a 3.0-liter V6 turbo engine that provides effortless thrust. The plug-in hybrid has been dropped for 2024. Handling is remarkably agile for such a large vehicle, the ride is comfortable, and the cabin stays hushed. The interior is lavishly furnished with chrome, wood, and leather, and the seats are plush and supportive. However, some controls are unintuitive, such as the push-button gear selector and electronic door latches. The large infotainment screen responds quickly and is easy to use. The second-row seat is roomy, but the third row is tight.

Lincoln Corsair ✓

GAS

72

OVERALL SCORE

$38,830-$53,925 RELIABILITY !

23 MPG

This upscale version of the Ford Escape comes standard with a 2.0-liter turbo that provides plenty of motivation. A plug-in hybrid with about 28 miles of electric range is also available. The Corsair has responsive handling, rides very comfortably, and is quiet inside. The front seats aren't ideal because the bottom cushion loses support on longer drives. The rear seat is adjustable fore and aft, and the seatback reclines. Fit and finish is impressive, and, adding flair, the center stack appears to be floating in the air. The infotainment screen is easy to use, but the push-button gear selector is unintuitive. Lincoln's active driving assistance system, BlueCruise, is available.

Lincoln Nautilus

GAS

NA

OVERALL SCORE

$50,415-$74,250 RELIABILITY !

NA MPG

The Nautilus is redesigned for 2024. In addition to styling updates, the two-row midsized luxury SUV boasts an optional hybrid drivetrain and a wide display screen that wraps around the front of the cabin. The base engine is a 250-hp, 2.0-liter turbocharged four-cylinder paired with an eight-speed automatic and standard all-wheel drive; the optional 310-hp hybrid powertrain can be ordered on all trim levels and is mated to a continuously variable transmission. Two-tone paint and a blacked-out trim package are optional. Ford's excellent BlueCruise active driving assistance system is available as a subscription.

Lincoln Navigator

GAS

54

OVERALL SCORE

$82,765-$113,795 RELIABILITY ▼

16 MPG

This luxurious version of the Ford Expedition is quiet and full of high-tech features, including the latest Sync 4 infotainment system. At low speeds the SUV feels like it rocks back and forth, but the ride improves and is more comfortable on the highway. Handling is cumbersome, even for a large SUV. The twin-turbo V6 and 10-speed automatic deliver quick and effortless acceleration, and towing capacity is a stout 8,300 pounds. The front cabin is roomy, but the standard seats are uncomfortable, and the push-button gear selector is fussy to use. Seven- and eight-seat configurations are available, and the third row is hospitable. Lincoln's active driving assistance system, BlueCruise, is standard but requires a paid digital subscription after a 90-day trial.

Lucid Air

EV

69

OVERALL SCORE

$82,400-$161,500 RELIABILITY ▼

RANGE **344** MILES

This luxurious and exclusive EV sedan is quite advanced in terms of range and charging speed. Our tested AWD Touring model, with a prodigious 620 hp, is super-quick, with a seemingly never-ending flow of power that's delivered in a smooth and measured way. The Lucid's 92-kilowatt-hour battery gave it an impressive 344 miles in our 70 mph highway driving range test. Its maximum acceptance rate at a public DC fast charger is 250 kilowatts. Handling is nimble, and the ride is luxuriously composed except for some low-speed stiffness. The Lucid's interior is noisier than it should be for such an expensive vehicle, with too much electric motor whine and wind noise on the highway. Many controls are buried in a low touchscreen, which can cause driver distraction. Rear-seat room is generous, and the cabin is decked in leather, suede, and wool.

Maserati Grecale

GAS
62
OVERALL SCORE

$63,500-$102,500 RELIABILITY ⌄

24 MPG

The Grecale SUV is positioned between the Levante and its Stellantis cousin, the Alfa Romeo Stelvio. Based on the Stelvio, the Grecale combines elegance, athleticism, and performance. Even with the base 296-hp, 2.0-liter turbocharged four-cylinder engine, the Grecale feels quick and the sonorous exhaust sound adds to its character. The taut suspension makes this SUV agile and stable in corners. The ride has an underlying firmness, but it's steady and composed. The cabin is luxurious, with suede, matte wood, and chrome touches, and the trademark clock is prominent. But many of the controls are distracting to use, in particular the unintuitive push-button gear selector and the ridiculously large column-mounted paddle shifters, which get in the way of the turn-signal stalk. BSW and RCTW are optional.

Maserati Levante

GAS
NA
OVERALL SCORE

$87,600-$161,400 RELIABILITY ⌄

NA MPG

Derived from the Ghibli and Quattroporte sedans, most versions of the Levante SUV come with a 345-hp or 424-hp turbo V6. Each is mated to a quick and smooth-shifting eight-speed automatic. The Trofeo version uses a turbocharged V8. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling and, courtesy of the standard air suspension, a steady ride. Interior features include a version of Chrysler's Uconnect infotainment system with an 8.4-inch touchscreen, along with a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and detailed stitching. But the gear selector and other controls are not intuitive to use.

Mazda CX-30 ✓

GAS
67
OVERALL SCORE

$24,995-$36,800 RELIABILITY ⌃

27 MPG

The Mazda3-based CX-30 comes with a 2.5-liter four-cylinder matched to a six-speed automatic and all-wheel drive. In everyday driving, acceleration feels tepid because wringing out more power requires a heavy foot on the accelerator pedal. Fuel economy of 27 mpg overall is respectable. An optional 2.5-liter turbo engine transforms the driving experience with much-needed additional oomph. The CX-30 benefits from responsive handling, but its ride is rather firm and a bit jumpy, and the engine sounds raspy. The frustrating infotainment system requires multiple steps to complete simple tasks. The interior is well-trimmed but snug, especially the rear seat. Small side windows hurt outward visibility.

Mazda CX-5 ✓

GAS
75
OVERALL SCORE

$29,300-$40,600 RELIABILITY ⌃

24 MPG

The CX-5 remains one of the best small SUVs. A recent freshening brought transmission, suspension, and seat updates. The 2.5-liter four-cylinder engine and six-speed automatic make for a responsive and unobtrusive powertrain. Its 24 mpg overall is good for an all-wheel-drive SUV, but it trails class leaders. High-end versions have a more powerful turbo engine. Handling is responsive and enjoyable, and the steady, compliant ride is among the best in the class. The cabin is quiet, and interior quality is substantial and looks attractive. Soft-touch surfaces and chrome trim add to the interior ambience. But there is a learning curve to mastering the infotainment system. Exterior styling compromises rear and side visibility.

Mazda CX-50 ✓

GAS
77
OVERALL SCORE

$30,300-$43,300 RELIABILITY ⌃

24 MPG

The CX-50 feels underpowered with the base 187-hp four-cylinder engine, and the six-speed automatic delivers some bumpy shifts. The uplevel turbo engine is more enjoyable, thanks to its extra oomph. Forget the off-road marketing hype, the CX-50's agile on-road handling gives it a sporty feel through corners. The ride is well controlled but too stiff on the 20-inch wheels of our tested Premium Plus trim. The front seats are comfortable, and the rear is roomy, with easy access because of its wide-opening doors. The infotainment system's center-console controller knob takes some getting used to. Changes for 2024 include updates to the suspension and a recalibrated steering effort.

Mazda CX-70

GAS
NA
OVERALL SCORE

$40,000-$55,000E RELIABILITY NA

NA MPG

Think of the new CX-70 as a shortened, five-passenger version of the CX-90. Like the CX-90, it uses a rear-wheel-drive-based platform with standard all-wheel drive. The standard engine is a potent 280-hp, 3.3-liter turbocharged inline-six that incorporates a mild-hybrid setup. A plug-in hybrid model is also available, with an EV range that's likely to be around 25 miles. Both are paired with an eight-speed automatic. We got 24 mpg overall with the CX-90 powered by the standard engine. It's reasonable to expect athletic handling, confident steering and brake pedal feel and a firm ride from the CX-70. Judging by the CX-90, the front seats are supportive, the second row is roomy and comfortable. Fit and finish, particularly on upper trim levels, is swanky. Some of the controls, including the gear selector, are unintuitive.

Mazda CX-90 ✓

GAS
82
OVERALL SCORE

PHEV
80
OVERALL SCORE

$39,595-$59,950 RELIABILITY ⌃

24 MPG / ***PHEV* 23** MPG; RANGE **25** MILES

The three-row CX-90 is an attempt to move the brand upmarket. It uses a new platform with standard all-wheel drive. Lower trims get a potent and sweet-sounding 280-hp, 3.3-liter turbo inline-six, with upper trims using a 340-hp version of the same engine—both paired with a smooth-shifting eight-speed automatic. We got 24 mpg overall with the 280-hp version. A plug-in hybrid model is also available, with a 25-mile EV range. The CX-90's handling is taut and agile, and the ride is firm and composed, but the 21-inch tires on higher trims make the ride too stiff. The front seats are supportive, and the second row is roomy and comfortable, but the third row is best-suited to kids. Some of the controls, including the unintuitive gear selector, are quirky.

Mazda MX-5 Miata ✓

GAS
80
OVERALL SCORE

$28,985-$40,210 RELIABILITY ⌃

34 MPG

Mazda's lightweight, rear-wheel-drive, two-seat roadster can accelerate quickly when the engine is revved high, yet it manages 34 mpg overall. Shifting the delightfully accurate six-speed manual transmission is a joy. Even though the optional six-speed automatic works well, it dilutes the driving experience compared with the manual. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze. The RF version comes with a retractable hardtop. Highway-speed AEB is not offered.

⏬ ⌄ ! ⌃ ⏫
WORSE ⟝⟞ BETTER

✓ CR RECOMMENDED

Mazda3 ✓

GAS

78

OVERALL SCORE

$24,170-$36,650 RELIABILITY ▲

30 MPG

The Mazda3 is offered in sedan and hatchback forms. In our tests the standard 2.5-liter four-cylinder and six-speed automatic worked well together. The uplevel engine is a more powerful 2.5-liter turbo four-cylinder. All-wheel drive is also available and is standard on the turbo. Handling is nimble, but the 3 is less sporty than in past generations. The ride is firm but steady, and the suspension absorbs impacts well, though the turbo version is stiffer. The cabin is relatively quiet and nicely finished, but the rear seat is snug. The driver interacts with the infotainment system exclusively through a rotary knob, rather than a touchscreen; we found this setup to be fussy and distracting to use.

Mercedes-Benz C-Class

GAS

49

OVERALL SCORE

$46,950-$48,950 RELIABILITY ▼▼

29 MPG

The C-Class features a polished powertrain and sharp handling. But the controls and a spongy brake pedal mar the experience. The C300's punchy, 2.0-liter turbo four-cylinder and smooth-shifting nine-speed automatic deliver plenty of invigorating power. The 48-volt mild-hybrid system contributes to the commendable 29 mpg overall. Handling is sporty, thanks to a tightly controlled chassis and sharp steering. The ride is steady and composed but is too stiff with the optional AMG sport suspension. The front seats are supportive, and cabin fit and finish is impressive. Capacitive-touch controls add further frustrations to the infotainment system. The more powerful AMG C43 version has a 402-hp, turbocharged four-cylinder.

Mercedes-Benz CLA

GAS

47

OVERALL SCORE

$43,200-$56,100 RELIABILITY ▼

27 MPG

The Mercedes-Benz CLA fits below the C-Class in Mercedes' sedan lineup. It's essentially a more stylish version of the discontinued A-Class. The 221-hp, 2.0-liter four-cylinder turbocharged engine is coupled to a dual-clutch seven-speed automatic. Acceleration feels hesitant in around-town driving, but the engine's decent power is delivered more urgently at higher revs. Although handling is nimble, the ride is too stiff. The interior is nicely finished, and the front seats are supportive, but the rear seat is extremely cramped and hard to access. We found the MBUX infotainment system to be quite tricky to use.

Mercedes-Benz CLE

GAS

NA

OVERALL SCORE

$60,000-$75,000E RELIABILITY ▼

NA MPG

The CLE is Mercedes' latest two-door coupe and convertible model. It consolidates the previous-generation C-Class coupe and outgoing E-Class coupe. It shares the same polished powertrain and athletic chassis of the current C-Class. The punchy, 2.0-liter turbo four-cylinder and smooth-shifting nine-speed automatic deliver plenty of power. This powertrain also gets a 48-volt mild-hybrid setup for a smoother stop/start and unobtrusive A/C operation. The CLE likely possesses the C-Class' sporty handling and steady and composed ride. It is offered with an optional AMG sport suspension, which will make the ride stiffer. The front seats are supportive, and cabin fit and finish is impressive. Capacitive-touch controls add further frustrations to the infotainment system.

Mercedes-Benz E-Class

GAS

NA

OVERALL SCORE

$62,300-$70,650 RELIABILITY ▼

NA MPG

Mercedes-Benz moves the high-tech and advanced driver assistance features of its 2024 redesigned E-Class midsized sedan to the next level. The new E-Class is available with infotainment screens that span almost the entire length of the dashboard, allowing owners to download and use apps including games, and the optional video camera allows Webex and Zoom videoconferencing. Mercedes says the driver is blocked from viewing the video screens when the car is in motion. Powertrains include turbocharged four- and six-cylinder engines that feature a mild-hybrid setup and use a nine-speed automatic transmission. All-wheel drive is standard.

Mercedes-Benz EQE

EV

59

OVERALL SCORE

$74,900-$109,300 RELIABILITY ▼

RANGE **332** MILES

Consider the EQE the EV equivalent of the E-Class. The all-wheel-drive EQE 350 4Matic we tested has a 90-kilowatt-hour battery and an EPA-estimated driving range of 260 miles, although it managed an impressive 332 miles in our 70-mph highway testing. The base rear-drive EQE 350+ is rated at 305 miles by the EPA. The EQE's 288 hp might not seem impressive, but with 564 lb.-ft. of instant torque, acceleration is decisively quick. The ride is comfortable, and handling is surprisingly agile. The brake pedal has a mushy feel even though stopping distances are short. The swanky interior is attractive, but the controls are too distracting, and it's annoying that the steering wheel rim blocks the upper portion of the instrument panel.

Mercedes-Benz EQE SUV

EV

54

OVERALL SCORE

$77,900-$112,600 RELIABILITY ▼

RANGE **284** MILES

The five-seat all-electric EQE SUV's standard 288-hp powertrain provides rapid and effortless acceleration. All versions use a 90.6-kilowatt-hour battery. Our 350 4Matic has a CR-tested 70-mph highway range of 284 miles. A 9.6-kW onboard charger means home charging is slower than it is for other EVs. A max acceptance rate of 170 kW at public DC fast chargers is decent; we gained 170 miles of range during a 30-minute stop. The ride is comfortable, and handling is responsive and secure, but the brake pedal feels mushy. The cabin is exceptionally quiet and impeccably finished. The seats are comfortable, but the controls are overly distracting. The Exclusive trim features an advanced adaptive cruise control system with automatic lane change ability.

Mercedes-Benz EQS

EV

59

OVERALL SCORE

$104,400-$154,550 RELIABILITY ▼▼

RANGE **380** MILES

The EQS is an all-electric ultraluxury sedan. The EQS580 sedan we tested is super-quick and very quiet, rides comfortably, and handles with agility, thanks to the standard four-wheel-steering system. The brakes feel disconcertingly spongy, and the pedal eerily moves on its own during aggressive regenerative braking. The rear-drive 450+ models have a single electric motor that produces 329 hp, while the 580 4Matic delivers 516 hp through a motor on each axle, giving it all-wheel drive. EPA-estimated ranges are 350 and 340 miles, respectively. We got 380 miles in our highway range test. The driving position is a bit awkward, and the rear seat isn't as spacious as the car's size would indicate. The controls look impressive but are very distracting to use.

Mercedes-Benz EQS SUV

EV

58

OVERALL SCORE

$104,400-$179,900 RELIABILITY ▼

RANGE **314** MILES

The fully electric EQS SUV is luxurious, quick, and silent. It comes standard in a rear-drive, one-motor configuration with an EPA-estimated driving range of 305 miles. The two-motor all-wheel-drive version went 314 miles in our highway range test. Home charging is on the slower side because of its 9.6-kilowatt onboard charger and large 108.4-kilowatt-hour battery. With a maximum acceptance rate of 200 kilowatts at DC fast-charging locations, Mercedes says it can add 190 miles of range in about 30 minutes. Acceleration is tantalizingly quick, yet it feels effortless. The ride is comfortable, the cabin is serenely quiet, and handling is surprisingly agile, partly because of the four-wheel steering. The brake pedal feels unnervingly spongy, however. Many of the controls are distracting to use while driving. A small third-row seat is available.

Mercedes-Benz GLA

GAS

52

OVERALL SCORE

$42,350-$44,350 RELIABILITY ▼

27 MPG

The GLA is powered by the same 221-hp, turbocharged four-cylinder engine as its GLB sibling, mated to a dual-clutch eight-speed automatic. For 2024, it gained a 13-hp boost from its mild hybrid engine. It's a pretty quick car despite some initial hesitation starting up from rolling stops. Front-wheel drive is standard; all-wheel drive, optional. Fuel economy is commendable, at 27 mpg overall. The roofline is sleeker than the more upright GLB's, and visibility to the rear and sides suffers as a result. The GLA feels taut and agile on the road, but the ride skews firm. The seats are comfortable and supportive, and as with other recent entry-level Mercedes models, fit and finish is impressive. We found the elaborate infotainment system to be too distracting to use while driving.

Mercedes-Benz GLB

GAS

55

OVERALL SCORE

$44,450-$46,450 RELIABILITY ▼

26 MPG

The GLB compact SUV's square, upright stance aids in outward visibility. Despite its compact dimensions, the GLB offers an optional, albeit tight, third-row seat. The 2.0-liter turbo four-cylinder engine and eight-speed dual-clutch automatic make for a responsive powertrain, and returned a respectable 26 mpg overall in our tests. A fully electric version, named the EQB, is also available. The GLB feels light on its feet and nimble in corners. The ride is firm but steady and controlled. The cabin is well finished and quiet. Although the infotainment system is very capable and dazzling in appearance, we found it to be cumbersome and distracting to use. The GLB comes with either front- or all-wheel drive.

Mercedes-Benz GLC

GAS

51

OVERALL SCORE

$47,100-$68,200 RELIABILITY ▼▼

26 MPG

The redesigned GLC luxury SUV mirrors the recently redesigned C-Class sedan, utilizing the same powertrain and similar interior controls. The 255-hp, 2.0-liter turbo four-cylinder uses a 48-volt mild-hybrid setup, and we measured a commendable 26 mpg overall. After an initial delay of power off the line, the powertrain wakes up and supplies a decent punch. The nine-speed automatic works well, aside from an occasionally bumpy downshift. Handling is agile and confidence-inspiring, and the ride is steady but too firm. The brakes feel mushy, although stopping distances are competitively short. The front seats are comfortable, and the rear seat is roomy. Unfortunately, the unintuitive controls are distracting to use while driving. Among the driver assistance features is the ability for the GLC to change lanes on its own during highway driving.

Mercedes-Benz GLE

GAS

61

OVERALL SCORE

$62,650-$129,050 RELIABILITY ▼

20 MPG

The GLE is very quiet and very nicely finished inside, and has excellent seats. The uplevel GLE 450 has a powerful 3.0-liter turbo six-cylinder that returned 20 mpg overall in our tests. A 255-hp, 2.0-liter turbo four-cylinder is standard. The GLE rides comfortably, but its handling is rather dull. It comes with Mercedes' latest infotainment system, which has a broad range of capabilities but is complicated and distracting to use. Audio, phone, navigation, and some comfort functions can be handled through the touchscreen, the touchpad, or the touch-sensitive controls on the steering wheel. It's a convoluted system, but the ability to use voice commands with natural speech helps some.

Mercedes-Benz GLS

GAS

65

OVERALL SCORE

$87,000-$174,350 RELIABILITY ▼

20 MPG

The GLS is a very functional three-row SUV that exudes luxury with its gorgeous interior. The standard 3.0-liter turbo six-cylinder engine provides plenty of smooth and effortless power. An even more powerful turbo V8 is available. The ride is composed, and handling is responsive for such a large luxury coach. All the seats are first-rate, and the interior can be configured for either six or seven passengers. Unlike in most competitors, the third-row seat is relatively roomy. However, the infotainment system is distracting to use when driving because many common tasks require a few steps. Plus, when using the steering-wheel controls, it's easy to inadvertently change a display or an audio selection.

Mercedes-Benz S-Class

GAS

NA

OVERALL SCORE

$117,300-$234,300 RELIABILITY ▼

NA MPG

The S-Class sedan continues to deliver a hushed cabin and impeccable fit and finish. Though composed, the ride is less plush than it was in past generations. A 429-hp, 3.0-liter turbo inline-six is standard, and the uplevel choice is a 496-hp, 4.0-liter turbo V8. Each is teamed with a nine-speed automatic and supplemented with a 48-volt mild-hybrid system. The car's rear-wheel steering turns the wheels in the direction of travel to aid highway-speed handling, and in the opposite direction to improve low-speed maneuverability. That makes the S-Class quite agile in the corners, belying its size. The infotainment system is complicated to use. The slick head-up display features augmented reality.

Mini Cooper ✓

GAS

78

OVERALL SCORE

$25,800-$48,500 RELIABILITY ▲

30 MPG

The Mini hardtop is sporty, quirky, and full of character. We got 30 mpg overall in from the 189-hp, turbo four-cylinder Cooper S we tested with the six-speed manual. The base 134-hp, 1.5-liter turbo three-cylinder is surprisingly energetic, though it sounds gritty at low revs. Handling is nimble and sporty, making the Mini fun to drive on curvy back roads. The ride is somewhat firm, however, and road noise is noticeable. Controls take some getting used to, and the back seat is still tiny. The high-performance John Cooper Works version bumps power to 228 hp and gets a firmer suspension. The wagonlike Clubman, which shares its platform with the BMW X1, is longer and wider, and has small barn-style rear doors. An all-electric version is available with a short EPA-estimated 114-mile driving range. BSW, RCTW, and highway-speed AEB aren't available.

▼▼ ▼ ! ▲ ▲▲

WORSE — BETTER

✓ CR RECOMMENDED

Mini Cooper Countryman ✔

GAS
77
OVERALL SCORE

$32,650-$50,100 RELIABILITY ▲
25 MPG

The SUV-like Countryman offers a rough though energetic 1.5-liter turbo three-cylinder and a stronger, more enjoyable 2.0-liter turbo four-cylinder. Front- and all-wheel drive are available. Its agile handling makes the Mini fun to drive. The ride is on the firm side, and the cabin can get loud. The interior is solid and well finished, the front seats are supportive, and the back seat is comfortable. The BMW-sourced iDrive infotainment system has a learning curve but is logical. The AWD SE plug-in hybrid mates the turbo three-cylinder with electric drive and has a short, EPA-estimated 17-mile electric range. BSW, RCTW, and highway-speed AEB aren't available. A redesign will arrive for the 2025 model year and include an electric version.

Mitsubishi Eclipse Cross

GAS
59
OVERALL SCORE

$26,345-$31,145 RELIABILITY !
24 MPG

This coupelike SUV's recent makeover didn't change the ultimately underwhelming SUV's mundane handling, unsettled ride, and restricted outward visibility. Fortunately, Mitsubishi dropped the convoluted infotainment touchpad system in favor of more user-friendly conventional volume and tune knobs, and a touchscreen that is easier to navigate. The lackluster 1.5-liter turbo four-cylinder and continuously variable transmission move the all-wheel-drive SUV decently around town, but it runs out of steam merging onto highways and its 24 mpg overall isn't impressive. While the driver's seat is short on support, it's easy to get into and out of the cabin, and rear-seat room is generous. BSW, RCTW, and highway-speed AEB are optional.

Mitsubishi Mirage

GAS
38
OVERALL SCORE

$16,695-$19,595 RELIABILITY !
37 MPG

A rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjure an image of a practical and economical runabout. But that mirage quickly dissipates when driving this tiny, tinny car. Since its introduction, minor updates and freshenings have brought a sedan body style, a hint more power, better infotainment, and upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration, or the car's clumsy handling. Though it's relatively roomy inside, the cabin feels drab, cheap, insubstantial, and a bit depressing. In the end, there is no compelling reason to buy a Mirage, especially because much better used cars are available for the same price. BSW, RCTW, and highway-speed AEB aren't available.

Mitsubishi Outlander ✔

GAS
77
OVERALL SCORE

PHEV
82
OVERALL SCORE

$28,395-$50,345 RELIABILITY ▲▲
25 MPG / *PHEV* **25** MPG; RANGE **38** MILES

The Outlander is based on the Nissan Rogue but also has a tiny third-row seat. Acceleration is leisurely, but the CVT is responsive, and the SUV managed 25 mpg overall from the 2.5-liter four-cylinder engine. Handling is nimble and secure, but the steering is overly light, with an unnaturally quick turn-in response, which makes it feel nervous on the highway. The ride is stiff as the large wheels crash over potholes, and wind noise is noticeable around the sunroof area. Most controls are easy to use, including the infotainment system. The plug-in hybrid version is much quicker and quieter, and provides 38 miles of electric driving before the gas engine kicks in for a total of about 400 miles. Once the electric range is used up, the PHEV gets 25 mpg overall, which is the same as the regular Outlander.

Mitsubishi Outlander Sport

GAS
NA
OVERALL SCORE

$23,695-$28,495 RELIABILITY !
NA MPG

This aging small SUV is a shortened version of the previous-generation Outlander, but with less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling is mundane, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further detract from the driving experience. Still, it has a commanding driving position, as well as passenger and cargo versatility. Top-trim Outlander Sports are priced like many larger, more capable SUVs. Highway-speed AEB is not available, and BSW and RCTW are optional.

Nissan Altima ✔

GAS
76
OVERALL SCORE

$25,730-$35,430 RELIABILITY !
31 MPG

Despite a mild freshening in 2023 that added more standard active safety features, the Altima is a rather unremarkable midsized sedan. It delivers a roomy cabin, good fuel economy, user-friendly controls, and a large trunk. But the driving experience falls short when it comes to handling agility, and the seemingly pliant ride isn't adept at absorbing all types of bumps. The standard 2.5-liter engine provides decent acceleration, and the car gets a commendable 31 mpg overall. All-wheel drive is available, as is a more powerful 2.0-liter turbo engine. The car is relatively quiet, the cabin is roomy, and the rear seat is very generous. But the Altima's low ride height can make it a little challenging to get in and out.

Nissan Ariya ✔

EV
70
OVERALL SCORE

$43,190-$60,190 RELIABILITY ▲
RANGE **253** MILES

The Ariya is quick, quiet, and roomy, and has a decent driving range. But its EV tech is weak, with a 7.2-kilowatt onboard charger that adds only about 20 miles of range per hour at home; DC fast charging is below average as well. It offers a 63-kilowatt-hour battery or a longer-range 87-kWh battery, with either front- or all-wheel drive. We got a decent 253 miles of range in our highway range test with the larger battery. Acceleration is plentiful and quiet, but the ride is stiff-legged and handling is mundane. The front seats have a body-hugging pocket, but the driving position is hampered by a buslike steering-wheel angle. The rear seat is roomy and comfy. Novel details include a power fore-aft sliding center console and buttons neatly embedded into matte wood trim. The available ProPilot Assist 2.0 system allows hands-free driving on certain highways.

Nissan Armada

GAS
57
OVERALL SCORE

$55,450-$70,520 RELIABILITY !
14 MPG

This less expensive version of the Infiniti QX80 still uses a robust 5.6-liter V8, but it now makes 400 hp. In our tests we got a paltry 14 mpg overall. Though the soft suspension absorbs bumps well, the body jostles occupants back and forth frequently. Handling is clumsy, with slow steering and pronounced body roll, but it's ultimately secure. Inside, the spacious cabin has a premium feel, particularly in the top Platinum trim. The infotainment system has been updated, but some other controls look and feel old, and it's a far reach to some buttons and knobs. Seven- and eight-passenger seating configurations are available, and the third-row seat can be power-folded. Available in rear-wheel or full-time four-wheel drive, the Armada can tow a generous 8,500-pound load.

Nissan Frontier

GAS

48

OVERALL SCORE

The Frontier is powered by a 310-hp, 3.8-liter V6 engine matched with a nine-speed automatic. The V6 is smooth and punchy, and the transmission shifts with fluidity. Fuel economy of 18 mpg overall is not a standout among midsized pickup trucks. Handling is relatively responsive and secure, but the steering is too heavy at low speeds. Plus, the steering wheel lacks a telescope adjustment. The ride is stiff and choppy, though it's an improvement over the previous-generation Frontier. The rear seat is tight, but the controls and infotainment system are easy to use. The low-effort tailgate is easy to open and close. The Pro-4X version is off-road-ready, with a rear locking differential. BSW and RCTW are optional.

$29,770-$42,640 RELIABILITY ⌄

18 MPG

Nissan Kicks ✓

GAS

65

OVERALL SCORE

Nissan's smallest subcompact crossover is more of a budget car designed to appeal to those customers who would normally buy a Nissan Sentra or Versa but are attracted to the versatility and styling of an SUV. Unlike many crossovers, the Kicks doesn't offer all-wheel drive. It comes with a modest 122-hp, 1.6-liter four-cylinder engine coupled to a continuously variable transmission, producing leisurely acceleration but impressive fuel economy at 32 mpg overall. Handling is mundane, and the ride is rather choppy. Interior room is generous for the class, and the controls and updated infotainment system are easy to use.

$20,790-$23,350 RELIABILITY !

32 MPG

Nissan Leaf

EV

57

OVERALL SCORE

The Leaf EV received a slight freshening for 2023 and is now available in only two trim levels: S and SV Plus. The standard 40-kilowatt-hour battery in the S provides an EPA-estimated driving range of 149 miles; the SV Plus gets a 60-kWh battery with an EPA-estimated range of 212 miles. Its motor generates more power, which makes it a second quicker from 0 to 60 mph than the base S. It takes 8 hours to charge the Leaf S on a 240-volt connector and 10.5 hours to charge the SV Plus. The ride feels soft until you hit a sharp bump. Handling is mundane but secure. The driving position is awkward because the steering wheel doesn't telescope for reach. The optional ProPilot Assist active driving assistance system can keep the Leaf in its lane and adjust its speed according to traffic ahead.

$28,140-$36,190 RELIABILITY !

RANGE **212**^{E} MILES

Nissan Murano ✓

GAS

69

OVERALL SCORE

Nissan's midsized SUV uses a punchy, refined 3.5-liter V6—a gem of an engine—that is paired with a continuously variable transmission. Power delivery is prompt and effortless, and we got 21 mpg overall. The cabin is quiet and well-finished, and has an upscale feel to it. The intuitive infotainment system combines an easy-to-use interface with traditional knobs and a row of onscreen buttons The front seats are comfortable at first but lose support during long trips. Adults will find that rear seat quite roomy, and access is easy. Rear and side visibility are hindered by the swoopy styling and windows that taper toward the rear. Handling is not very sporty, with too-light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the 20-inch tires found on the top Platinum trim.

$37,920-$47,630 RELIABILITY !

21 MPG

Nissan Pathfinder

GAS

62

OVERALL SCORE

The current Pathfinder midsized three-row SUV is a major improvement over its predecessor, with a punchy powertrain and an easy-to-use infotainment system. The 3.5-liter V6 makes 284 hp and now comes mated to a nine-speed automatic, together delivering smooth and effortless propulsion, along with 21 mpg overall. It comes with either front- or all-wheel drive. The ride is steady, if stiff-legged, but handling is responsive for a midsized SUV. Physical buttons and knobs for commonly used climate and infotainment functions make controls user-friendly. Seven- and eight-passenger seating configurations are offered. Nissan's ProPilot Assist active driver assistance system is optional.

$35,810-$50,680 RELIABILITY ⌄

21 MPG

Nissan Rogue ✓

GAS

70

OVERALL SCORE

The Rogue is roomy and user-friendly. We got 25 mpg overall from the all-wheel-drive version with its new 201-hp, 1.5-liter turbo three-cylinder. It's more responsive than the 2.5-liter Four it replaced, albeit with some vibration at idle, but we found fuel economy and acceleration to be the same. The Rogue feels solid and substantial, with a composed ride and nimble handling. Interior space is generous for a small SUV, and access is very easy. Controls are simple to use, although the electronic gear selector may require some familiarity. The top-shelf Platinum trim brings upscale touches, such as quilted leather seats, a head-up display, heated rear seats, and an upgraded infotainment system.

$28,320-$40,100 RELIABILITY !

25 MPG

Nissan Sentra ✓

GAS

70

OVERALL SCORE

The current Sentra is a complete transformation from the previous model, as evidenced by its strong road-test score. It shed its dowdy look and mediocre performance to become one of the best-driving sedans in the compact class. The 149-hp four-cylinder and continuously variable transmission pleasantly combine to provide unobtrusive acceleration. The more sophisticated rear suspension facilitates a comfortable ride and nimble handling. The interior looks upscale, especially in the SR and SV trims; buyers can even get a power driver's seat, leather upholstery, and heated front seats. We found the rear seat to be relatively roomy, and the infotainment system is easy to use.

$20,630-$23,720 RELIABILITY !

32 MPG

Nissan Titan

GAS

64

OVERALL SCORE

The light-duty Titan is more pleasant to drive than the Titan XD (Extra Duty), which has a stiff ride and clumsy handling, similar to a heavy-duty pickup's. The regular Titan comes with a smooth and punchy 5.6-liter V8 that can catapult the truck from 0 to 60 mph in 6.7 seconds. We got 16 mpg overall, which is in line with other non-diesel trucks. The roomy cabin has a variety of handy storage places, and the tailgate is damped, which is a nice touch. When properly equipped, the Titan can tow more than 9,000 pounds. It also has a built-in gooseneck trailer hitch for extra-heavy trailers. Handling is secure. Recent updates included the addition of a nine-speed automatic, new interior and exterior styling, and an available 9-inch touchscreen infotainment system.

$45,770-$62,750 RELIABILITY !

16 MPG

⌄⌄ ⌄ ! ⌃ ⌃⌃

WORSE — BETTER

✓ **CR** RECOMMENDED

Nissan Versa

GAS

58

OVERALL SCORE

Although it's more stylish after the last redesign, the Nissan Versa remains a basic, inexpensive subcompact. Available as a sedan only, we found it easy to drive and user-friendly. But the Versa is no joy to drive, with its stiff ride and dull handling. Unless the engine is working hard, the Versa is noticeably relaxed in around-town driving. There's some road and wind noise, but that's to be expected in this class. Fuel economy is good at 32 mpg overall but not a standout, considering that a number of midsized sedans can match or better that. The driver's seat is short on support, and unlike in previous Versas, the rear seat is tight. A more substantial used car can be had at the same price. But those who buy the Versa should look to the SV trim to get BSW and RCTW.

$16,130-$20,140 RELIABILITY |

32 MPG

Nissan Z ✓

GAS

71

OVERALL SCORE

The Nissan Z evokes the classic lines that have defined this two-seat sports car since it first came out as the Datsun 240Z in the 1970s. The star of the show is its potent 400-hp, twin-turbo V6, which makes almost any drive a thrill. The six-speed manual requires a firm hand, but we like that Nissan includes a rev-matching feature to help smooth downshifts. The nine-speed automatic works well enough, though it dilutes the Z's sporty character. Handling is nimble, with quick steering and only mild body roll. The ride is stiff, with choppy sensations when driving on rough roads. Typical of serious sports cars, it's difficult to get into and out of the Z, outward visibility is limited, and the cabin gets quite loud. The Nismo version returns for 2024, with 420 hp, although the manual transmission won't be offered.

$42,210-$64,990 RELIABILITY |

24 MPG

Polestar 2

EV

36

OVERALL SCORE

The Polestar 2 is a tall hatchback from Volvo's electric-vehicle sub-brand. It's based on the XC40 SUV. Its 78-kilowatt-hour battery has an EPA-rated range of 276 miles for the dual-motor all-wheel-drive version, which is a recent improvement over the original 2. A less expensive single-motor version with a longer driving range is also available. It takes over 10 hours to charge the battery from near-empty. The Polestar 2 is quick and handles nimbly, but the ride is very stiff and choppy. The interior is drab and suffers from a cramped driving position and a tight back seat. At least the car's hatchback layout aids cargo-carrying versatility. The Google-based infotainment system is extremely distracting, but a recent software update that finally added Apple CarPlay helps matters.

$49,900-$63,000 RELIABILITY ▼▼

RANGE **276**[E] MILES

Polestar 3

EV

NA

OVERALL SCORE

The midsized Polestar 3 SUV will expand the electric-only brand's portfolio in 2024, packed with luxury features and active safety equipment. Each 3 comes in a dual-motor configuration with all-wheel drive. The standard long-range model has 489 hp, with an estimated 300-mile driving range. The step up is a long-range model with a Performance Pack. It has 517 hp and an estimated 270-mile range. Both have a 111-kilowatt battery capacity and are capable of maximum DC fast charging of 250 kW in public places. First-year models will be well equipped, from a head-up display to a 25-speaker stereo to a generous roster of active safety systems. An available upgrade adds lidar and more external sensors.

$83,900-$89,900 RELIABILITY NA

RANGE **300**[E] MILES

Porsche 718 Boxster ✓

GAS

85

OVERALL SCORE

This well-honed convertible sports car is a delight to drive, whether you choose the seven-speed, dual-clutch automatic or the six-speed manual transmission. Both the 2.0- and 2.5-liter turbo engines deliver readily available power, and a stronger 414-hp, 4.0-liter six-cylinder is available. Impressive grip and balance make the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button-overload controls take getting used to. Opening or closing the well-insulated power top takes 10 seconds and can be done even on the move, up to 43 mph. The front trunk is a bonus. Disappointingly, BSW is only optional, and other active safety features, such as AEB with pedestrian detection, highway-speed AEB, and RCTW, aren't even available. The Cayman is the coupe version.

$70,400-$97,300 RELIABILITY ▲

26 MPG

Porsche 911

GAS

NA

OVERALL SCORE

The 911's silhouette and rear-engine layout are hallmarks of this classic sports-car icon. Rear- and all-wheel drive are available. A 379-hp, 3.0-liter turbo six-cylinder engine and eight-speed dual-clutch automatic are standard. Purists will rejoice at the fact that the 911 still offers a seven-speed manual transmission on Carrera S and GTS models. We found the 911's sharp handling to be a treat, and the power and exhaust sound are invigorating. Ride comfort is refined compared with other sports cars, and the seats are supercomfortable. A tiny rear seat and a frunk, or front trunk, offer a touch of practicality. An updated infotainment system includes a 10.9-inch touchscreen. For a car in its price range, BSW and RCTW should be standard, rather than optional.

$114,400-$290,000 RELIABILITY ▲

NA MPG

Porsche Cayenne ✓

GAS

81

OVERALL SCORE

A freshening for 2024 brings interior updates inspired by the Taycan EV, including a curved display screen that houses Porsche's latest infotainment system. Few SUVs can match the Cayenne when it comes to handling agility. But the ride has an underlying firmness, and some jolts punch through. With the base 3.0-liter turbo V6, acceleration is robust once on the fly, but the Cayenne exhibits some initial hesitation off the line and the rough engine stop/start feature undermines smoothness. Interior fit and finish is top-notch, and the seats are very comfortable and supportive. A coupe body style and multiple plug-in hybrids are available with both six- and eight-cylinder engines paired with an electric motor. BSW and RCTW are standard for 2024.

$79,200-$196,300 RELIABILITY ▲

21 MPG

Porsche Macan ✓

GAS

76

OVERALL SCORE

The Macan combines much of the performance and feel of Porsche's sports cars in a small SUV. Turbocharged four-cylinder and V6 engines are available. Though based on the previous-generation Audi Q5, the power, handling, and engine sound are true Porsche. In fact, this is one of the best-handling SUVs we've ever tested. The seats, fit and finish, and attention to detail are first-rate. The firm ride is steady and controlled, but you won't mistake it for being plush. The cabin is quite snug, and the center console has a dizzying array of buttons that can be confusing at first. Though the Macan isn't meant for utilitarian tasks, it possesses impressively high towing and payload capacities for the class. It's disappointing that BSW is optional and RCTW isn't offered. An all-new EV version has been introduced as a 2024 model.

$60,900-$86,800 RELIABILITY ▲

19 MPG

Porsche Panamera

GAS

NA

OVERALL SCORE

$92,400-$206,800 RELIABILITY

NA MPG

This large four-door luxury car hides beneath a coupe silhouette but retains a versatile hatchback configuration. Turbocharged V6 and V8 engines provide plenty of motivation, and three hybrid powertrains are also offered. An optional air suspension and active safety features are available. The Panamera delivers plenty of straightline performance and sharp handling agility, along with enough room for four adults to ride comfortably. All versions except for the base car come with all-wheel drive. The interior features a large touchscreen that's used to interact with the audio, phone, and navigation functions. The electronic gear selector is confusing to use, and the piano-black buttons that surround it create visual and sensory overload. Disappointingly, BSW is only optional, and RCTW isn't available.

Porsche Taycan ✓

EV

76

OVERALL SCORE

$90,900-$197,500 RELIABILITY

RANGE **235**^{E} MILES

Porsche's four-door EV is quick, agile, and very enjoyable to drive. It even rides comfortably. The 4S Plus version's EPA-rated range is 235 miles. Charging time on a 240-volt connector takes a long 11 hours for the larger 93-kilowatt-hour battery, but it can charge at an impressive rate of 270 kW at a public DC fast charger. The front seats are very comfortable, but the rear seats are tight. Visibility to the rear and sides is hindered by the sloping roof. There's a decently sized rear trunk and a small front trunk. The touchscreen-based controls are complicated and unintuitive even after repeated use, and the EV-related displays aren't very prominent. Interior ambience is less impressive than it is in other Porsche models. Wagon and rear-wheel-drive versions are also available. For a vehicle in this class, BSW and RCTW should be standard instead of optional.

Ram 1500 ✓

GAS

71

OVERALL SCORE

DIESEL

71

OVERALL SCORE

$39,420-$96,340 RELIABILITY

17 MPG / ***DIESEL*** **23** MPG

The Ram 1500 is the most comfortable-riding full-sized pickup, partly because of its coil-spring rear suspension. The 5.7-liter V8 is smooth, and returned 17 mpg overall in our tests. We got 23 mpg overall with the 3.0-liter V6 diesel. Handling is secure and responsive for such a large truck. The cabin is extremely quiet. In most versions, four-wheel drive can remain engaged indefinitely. Rear-seat room is generous, and the Uconnect touchscreen infotainment system is easy to use. The lavish Limited trim features an enormous 12-inch touchscreen. AEB with pedestrian detection, highway-speed AEB, BSW, and RCTW are all optional. A heavily revised 2025 model arrives soon with six-cylinder turbos replacing the V8s, a fully electric option, and an extended-range EV with an onboard gas generator.

Rivian R1S

EV

52

OVERALL SCORE

$84,000-$99,000 RELIABILITY

RANGE **316**^{E} MILES

This three-row electric SUV has an EPA-rated range of about 260 to 400 miles, depending on battery and tire size. With 835 hp from four electric motors, the R1S we tested is ridiculously quick and handles with relative agility, though it became tail-happy when driven to its limits around our track. The ride is too stiff, electric-motor whine is noticeable at low speeds, and the regenerative braking is too strong, which makes it difficult to drive the SUV smoothly. The interior is uncluttered, but the controls are extremely distracting because almost every task, including adjusting the air vents, is done through the touchscreen. A front trunk adds cargo space. DC fast charging is supposedly capable of a max acceptance rate of 200 kilowatts, but we haven't seen anywhere close to that.

Rivian R1T

EV

58

OVERALL SCORE

$79,000-$94,000 RELIABILITY

RANGE **334** MILES

The R1T is a five-passenger electric crew-cab pickup. It is very quick and quiet, rides comfortably, and handles with agility. With its 135-kilowatt-hour battery, the truck managed 334 miles during our 70-mph highway range test. The R1T is impressively capable off-road, thanks to individual motors powering each wheel. However, the regenerative braking system is too strong, resulting in an abruptness every time the driver adjusts their throttle position; it takes a lot of concentration to drive smoothly. The swanky interior has an uncluttered, high-tech vibe, but several common tasks entail multiple steps through the touchscreen, which is distracting. The R1T has a large front trunk and an innovative transverse tunnel between the cab and bed for storage.

Subaru Ascent ✓

GAS

79

OVERALL SCORE

$34,395-$48,695 RELIABILITY

22 MPG

The Ascent is a very functional, easy-to-live-with three-row midsized SUV. Its turbocharged four-cylinder engine delivers ample power in daily driving and gets 22 mpg overall. The jumpy initial takeoff takes some getting used to, however. The Ascent's plush ride is steady and controlled, and the suspension does an excellent job mopping up bumps. Handling agility is not an Ascent strength: The steering is vague and the body leans noticeably when pushed through corners, but it proved ultimately secure at its handling limits around our track. The cabin is quiet, and the second-row captain's chairs are roomy and comfortable. Even the third row is usable for shorter trips. Controls are very straightforward. BSW and RCTW are optional.

Subaru BRZ ✓

GAS

85

OVERALL SCORE

$30,195-$35,345 RELIABILITY

27 MPG

The rear-wheel-drive BRZ is all about accessible driving fun. A low center of gravity, light weight, sharp steering, and firm suspension tuning aid the car's pinpoint cornering abilities. A close-ratio six-speed manual transmission and a responsive 228-hp four-cylinder engine contribute to the sports coupe's alluring character; a six-speed automatic is available, though it dilutes the driver engagement. There's a constant barrage of road and engine noise, however, and getting into and out of the low-slung car is a chore. Controls are simple and intuitive. A small trunk and a tiny rear seat add a dash of practicality. The BRZ's sister car, the Toyota GR86, has a stiffer ride and tends to oversteer more easily when driven on a track. For 2024, AEB with pedestrian detection and highway-speed AEB became standard with the manual-transmission models as well.

Subaru Crosstrek ✓

GAS

87

OVERALL SCORE

$25,195-$32,195 RELIABILITY

29 MPG

The Crosstrek got an evolutionary redesign for 2024. It's still essentially a raised Impreza hatchback with a very comfortable ride, standard all-wheel drive, and a decent amount of cargo room for the class. Responsive handling, mostly simple controls, and a practical—but not fancy—interior round out the package. Acceleration from the standard 2.0-liter engine is tepid, and it gets loud when pushed; the optional 2.5-liter has more oomph. The X-Mode for the all-wheel-drive system alters power distribution to help traverse tricky terrain in off-road situations. The newly optional power driver's seat with adjustable lumbar support is a major improvement. BSW and RCTW are available only on higher trims.

WORSE — BETTER

✓ CR RECOMMENDED

Subaru Forester ✓

GAS

88

OVERALL SCORE

$27,095-$37,395 RELIABILITY ⏫

28 MPG

The Forester is a no-nonsense small SUV that delivers a stellar combination of a roomy interior, excellent visibility, commendable fuel economy, simple controls, a comfortable ride, and responsive handling. The 2.5-liter four-cylinder combined with the continuously variable transmission yields 28 mpg overall, which is among the best in its class. But acceleration is a bit tepid, and the engine's coarse hum gets loud at high revs. The cabin is roomy, with a particularly generous rear seat, and access is very easy. The controls are simple to use and within easy reach of the driver. BSW and RCTW are optional. The Forester gets a redesign for the 2025 model year. A hybrid version joins a year later. It will be slightly longer than the current model and looks a bit like a baby Ascent. Unfortunately, BSW and RCTW will still be optional.

Subaru Impreza ✓

GAS

76

OVERALL SCORE

$22,995-$27,885 RELIABILITY 🔼

29 MPG

The redesigned 2024 Impreza isn't radically different from the previous version, but it received a number of updates. It comes only as a practical hatchback now, without a sedan body style. The standard engine is a rather weak 152-hp, 2.0-liter four-cylinder that just barely gets the job done. Fuel economy is a decent 29 mpg overall, which is commendable for a vehicle with full-time all-wheel drive. The new RS has a livelier 182-hp, 2.5-liter engine. Both engines are matched to a continuously variable transmission that simulates shifts for a more natural feel. The ride is comfortable and composed, handling is capable and secure, and the cabin isn't too loud, barring some rather flagrant engine noise. The interior is a no-frills affair, and the new infotainment system is user-friendly. BSW and RCTW are optional on some trims.

Subaru Legacy ✓

GAS

77

OVERALL SCORE

$24,895-$38,195 RELIABILITY 🟡

28 MPG

The Legacy provides a supercomfortable ride that outshines some luxury cars. Handling is responsive but not sporty. This all-wheel-drive midsized sedan can be fitted with one of two four-cylinder engines: a 182-hp, 2.5-liter or a 260-hp, turbocharged 2.4-liter. The 2.5-liter has just enough power for most situations and gets a decent 28 mpg overall, but it makes an unpleasant roar when pushed. The turbo engine delivers strong acceleration and is quieter. We like that the well-tuned continuously variable transmission mimics the shift patterns of conventional automatics. The large infotainment touchscreen hides common tasks deep in menus, and the system can be slow to respond to inputs. BSW and RCTW are optional.

Subaru Outback ✓

GAS

79

OVERALL SCORE

$28,895-$42,795 RELIABILITY 🟡

24 MPG

Subaru's Outback is a smart alternative to an SUV. Although its roofline is lower than a typical SUV's, it can easily haul long items. The base 2.5-liter four-cylinder works fine during regular driving around town but can feel strained when quicker speed is needed. The optional 260-hp, 2.4-liter turbo engine transforms the wagon with effortless acceleration. The ride is very comfortable, and handling is responsive and secure. Some tasks through the large infotainment touchscreen require more than one step, however, and the system is slow to respond to inputs. Thoughtful details, such as built-in roof crossbars and a dual-position cargo cover, are nice touches. The Wilderness model has higher ground clearance. BSW and RCTW are optional.

Subaru Solterra

EV

62

OVERALL SCORE

$44,995-$51,995 RELIABILITY 🟡

RANGE **210** MILES

Subaru's first-ever EV is essentially a rebadged Toyota bZ4X. It has a functional small-SUV interior, and comes with front and rear motors to form an all-wheel-drive system. But it managed to drive only 210 miles during our 70-mph highway range test, which is notably shorter than rival EVs. The 215 hp its motors produce is also less than the competition, but the power is smooth and predictable. With a weak 6.6-kilowatt onboard charger, home charging is on the slow side. A maximum acceptance rate of just 100 kW at DC fast-charging stations is also skimpy. Handling is agile, and the ride is mostly comfortable. Oddly, there is no glove box or rear wiper, and the instrument panel is positioned far away from the driver, which can take some getting used to.

Subaru WRX ✓

GAS

83

OVERALL SCORE

$32,735-$44,215 RELIABILITY 🔼

25 MPG

The WRX features a 271-hp, 2.4-liter turbo flat-four engine, with a choice of a six-speed manual or a continuously variable transmission. The car pulls strongly, and the manual shifter and clutch are more forgiving than before. Handling is agile, and the car has tenacious tire grip in corners. But the ride is very stiff, and the cabin gets quite loud because of elevated levels of road and engine noise. Most controls are logically placed and easy to use, but many of the climate functions integrated into the slow-responding infotainment touchscreen require multiple steps. A new GT trim brings heavily bolstered Recaro front seats, a driver-adjustable suspension, and further active safety and driver assistance features. For 2024 all versions have standard AEB with pedestrian detection and highway-speed AEB, but BSW and RCTW are still optional.

Tesla Cybertruck

EV

NA

OVERALL SCORE

$60,990-$99,900 RELIABILITY NA

RANGE NA

The all-electric Cybertruck is a radical new take on pickups, with a polarizing, angular design and paintless alloy body panels. The spartan, five-passenger cabin has a large center screen, cup holders, a center armrest, and little else. The roof is almost all glass. The bed measures 6 feet long and 4 feet wide, and it can haul a 4x8-foot plywood sheet with the tailgate down. For the first production year, there are two versions: A midlevel, all-wheel-drive truck with 600 hp and 340 miles of driving range, and a Cyberbeast with 840 hp and 320 miles of range. Both have a 11,000-pound maximum towing capacity and an available bed-mounted range extender that can add more than 100 miles. An adaptive air suspension can raise and lower the truck. A lower-priced rear-drive version will join the line at a later date.

Tesla Model 3 ✓

EV

71

OVERALL SCORE

$38,990-$45,990 RELIABILITY 🟡

RANGE **341^{E}** MILES

The Model 3 has swift acceleration and remarkably agile handling. Though the front seat is comfortable, the low rear seat is short on support. The Long Range all-wheel-drive version is rated at 341 miles of range; the base rear-wheel-drive version has a 248-mile range. The Supercharger fast-charging network is a big advantage. Annoyingly, adjusting the mirrors or the dash air vents is performed through steering wheel buttons and the center touchscreen. The Autopilot system can maintain the car's speed and keep it in its lane, but it doesn't possess a clear advantage over other driving assistance systems from other makers. There isn't a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver. A recent freshening includes claimed improvements to ride comfort and noise isolation.

Tesla Model S

EV
63
OVERALL SCORE

$74,990-$89,990 RELIABILITY

RANGE **366** MILES

The Model S has an EPA-estimated driving range of more than 400 miles, and the ability to use Tesla's Supercharger network is a major plus. We got 366 miles in our 70-mph highway range test. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride. The hatchback design aids versatility, and the frunk, or front trunk, is a bonus. But the controls are extremely unintuitive because Tesla has eliminated the steering-wheel stalks for the turn signals and wipers. Many common functions are performed through touch-sensitive controls on the steering wheel. The optional Yoke, a half steering wheel, seriously compromises usability and maneuverability. Instead of a side-mirror-based BSW system, the Model S displays images of cars in adjacent lanes within the instrument cluster, which is a poor substitute.

Tesla Model X

EV
53
OVERALL SCORE

$79,990-$94,990 RELIABILITY

RANGE **348**^{E} MILES

The Model X SUV is more showy than it is practical. It features massive rear "falcon wing" side doors that very slowly open up and out of the way, which we found gets old quickly. There are five-, six-, and seven-passenger seating configurations, but the second-row captain's chairs don't fold, compromising utility. The X is very quick and handles nimbly in corners. But the excessively stiff ride and pronounced wind noise aren't befitting the high price and luxury status. The optional yoke steering wheel makes driving very awkward, and controls are extremely unintuitive. In addition, neither Android Auto nor Apple CarPlay is available. But the ability to use Tesla's Supercharger network is a huge plus. There isn't a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver.

Tesla Model Y ✓

EV
72
OVERALL SCORE

$43,990-$52,490 RELIABILITY

RANGE **330**^{E} MILES

The Model Y is essentially an SUV version of the Model 3, sharing key underpinnings and features. It's quick and agile, and the ability to use Tesla's Supercharger network is a major advantage. But it also has a distracting control layout and a stiff ride. Note that there is no Android Auto or Apple CarPlay compatibility. The AWD Long Range version has an EPA-estimated 330-mile driving range. Charging from almost empty takes just under 10 hours. The Model Y is taller and roomier than the Model 3. As such, rear-seat room is much better and the hatchback layout provides more versatility. Five- and seven-passenger seating configurations are available. There isn't a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver.

Toyota 4Runner

GAS
63
OVERALL SCORE

$40,705-$55,170 RELIABILITY

17 MPG

It's built tough for off-roading, but otherwise the 4Runner falls short of most midsized SUVs. The powerful but rough-sounding 4.0-liter V6 is thirsty, delivering just 17 mpg overall. The ride is unsettled, and handling is clumsy, with noticeable body lean while cornering. A high step-in and low ceiling compromise access and driving position. Ground clearance is generous, and underbody skid plates are standard. The part-time four-wheel-drive system includes a low range for challenging off-road conditions; Limited trims get a 4WD system that can stay engaged indefinitely. We like the easy-to-use controls, which feature big buttons and knobs. A tiny third-row seat is optional, and the power-retractable rear window is handy. A redesign is coming soon.

Toyota bZ4X

EV
62
OVERALL SCORE

$43,075-$49,260 RELIABILITY

RANGE **210** MILES

The bZ4X is Toyota's first ground-up EV. Sized like the RAV4, the FWD bZ4X has a 201-hp motor and an EPA-estimated 252-mile range, while the all-wheel-drive one went 210 miles in CR's highway range test. The range is short by current EV standards, and the car's 6.6-kilowatt onboard charger means home charging is on the slow side. A 100-kW DC fast-charging rate for the all-wheel-drive model is also behind competitors. Otherwise, it's a functional and pleasant-driving SUV with agile handling and a decent ride. The interior is rather spartan, and oddly forgoes a glove box and a rear wiper. The instrument panel is positioned far away from the driver, which can take getting used to. Toyota's Safety Sense 3.0 suite has lots of active safety and driver assistance functions. The Subaru Solterra is essentially the same vehicle as the bZ4X, but with standard AWD.

Toyota Camry ✓

GAS	**HYBRID**
88	**93**
OVERALL SCORE	OVERALL SCORE

$26,420-$36,845 RELIABILITY

32 MPG / ***HYBRID* 47** MPG

The Camry ranks among the best mid-sized sedans, thanks to its comfortable ride, quiet cabin, good fuel economy, and easy-to-use controls. Handling is relatively responsive, but the low stance makes access a little difficult, and the rear seat isn't as roomy as in some competitors. The standard 2.5-liter four-cylinder engine provides good power and gets an impressive 32 mpg overall. It can also be paired with an optional all-wheel-drive system. A 3.5-liter V6 is available in front-wheel drive. Both are coupled to an eight-speed automatic that suffers from some rough shifts. The four-cylinder hybrid model returned an astounding 47 mpg overall. BSW and RCTW are optional. A 2025 redesign comes soon, exclusively as a hybrid.

Toyota Corolla ✓

GAS	**HYBRID**
75	**74**
OVERALL SCORE	OVERALL SCORE

$22,050-$28,340 RELIABILITY

36 MPG / ***HYBRID* 48** MPG

The Corolla sedan is fuel-efficient and sensible. A more powerful 169-hp, 2.0-liter four-cylinder engine, once exclusive to the higher trims and the hatchback, is now standard for all nonhybrid models and gets 36 mpg overall. The hybrid version is a sensible choice, with its incredible 48 mpg overall, although the continuously variable transmission amplifies engine noise. All-wheel drive is available. It also gets Toyota's latest infotainment system. The Corolla's handling agility is among the better in the compact-car class, as is ride comfort and cabin quietness. The GR Corolla is a high-performance version powered by a 300-hp, turbocharged three-cylinder engine with all-wheel drive. It comes exclusively with a six-speed manual transmission. BSW and RCTW are optional.

Toyota Corolla Cross ✓

GAS	**HYBRID**
69	**79**
OVERALL SCORE	OVERALL SCORE

$23,860-$31,405 RELIABILITY

28 MPG / ***HYBRID* 41** MPG

The Corolla Cross replaces the phased out C-HR. Smaller than the RAV4, it can be had with either front- or all-wheel drive. A 2.0-liter four-cylinder engine with 169 hp, matched to a continuously variable transmission, is the main powertrain. An all-wheel-drive hybrid version with 196 hp is available, and it's the better version. In our tests it returned an impressive 41 mpg overall. The standard Corolla Cross feels slow, but at least it manages a decent 28 mpg overall. Both versions suffer from excessive engine noise during even moderate acceleration. Ride and handling are competent but unremarkable. The simple interior feels a bit stripped-down, but the controls are easy to use and the rear seat is fairly roomy. BSW and RCTW are unavailable on the base trim but standard on the higher trims.

WORSE ——— BETTER

✓ CR RECOMMENDED

Toyota Crown ✓

HYBRID
78
OVERALL SCORE

The Crown comes exclusively as a hybrid with all-wheel drive, and passengers sit higher off the ground than in most cars, which makes getting in and out easier. Most versions have a 236-hp, four-cylinder with electric drive paired with an electronic continuously variable transmission, which got 42 mpg overall in our tests. The top Platinum trim, which uses a 340-hp, turbo four-cylinder hybrid paired with a six-speed automatic, delivers a more pleasant driving experience. We found the Crown's ride and handling decent but unremarkable, and some controls, including the gear selector, are fussy. Both the front and rear seats are comfortable, although rear-seat headroom will be tight for taller passengers. Despite its sleek hatchback looks, the Crown features a regular trunk, albeit with a hard-to-find release button.

$40,350-$53,370 RELIABILITY

42 MPG

Toyota GR86 ✓

GAS
83
OVERALL SCORE

Toyota's two-door sports car uses a Subaru-sourced 2.4-liter four-cylinder mated to either a six-speed manual or an optional six-speed automatic transmission. The engine delivers more low-end power than before, making the car easier and more satisfying to drive. Handling is superb, thanks to a taut suspension, light weight, and rear-wheel drive, and as a result it's a delight to drive on a twisty road. But the ride is stiff and choppy and the car is very loud, which together make long drives extremely tiring. The snug, low-slung cabin can be challenging to get into and out of, and the rear seat is tiny. The simple controls and infotainment system are super-easy to use, if a bit outdated-looking. For 2024, AEB with pedestrian detection and highway-speed AEB are standard with both transmissions. BSW and RCTW are optional.

$28,400-$35,860 RELIABILITY

28 MPG

Toyota Grand Highlander ✓

GAS
80
OVERALL SCORE

The three-row Grand Highlander is longer than the regular Highlander, and offers three powertrains: A 2.4-liter turbo four-cylinder which yields 22 mpg overall, but sounds raspy; a thrifty 2.5-liter hybrid, and a powerful 2.4-liter turbo hybrid. Power from the standard engine is adequate and the ride is comfortable, but handling is short on agility. The Grand Highlander can be configured to hold seven or eight passengers. We found the wide and accommodating front seats comfortable, the second-row bench seat roomy, and the third row much more hospitable to adults than in the regular Highlander. Cargo capacity has also been expanded. Controls are simple, and the standard 12.3-inch touchscreen infotainment system is mostly user-friendly.

$43,320-$58,475 RELIABILITY

22 MPG

Toyota Highlander ✓

GAS
80
OVERALL SCORE

HYBRID
85
OVERALL SCORE

The Highlander's recent freshening saw the smooth and punchy V6 get replaced by a 265-hp, 2.4-liter turbo four-cylinder. This new engine packs good midrange oomph but has a grittier engine sound. Fuel economy remains at 22 mpg overall. The hybrid powertrain is unchanged—it got an excellent 35 mpg overall in our tests. The ride is comfortable, and handling is sound and secure but mundane. Seven- and eight-passenger seating configurations are available. Either way, the second row is very roomy, but the third row is tiny and not as useful as in some midsized SUV competitors. The Highlander's new infotainment system looks modern, but it's less user-friendly than before.

$39,120-$53,125 RELIABILITY

22 MPG / ***HYBRID* 35** MPG

Toyota Land Cruiser

GAS
NA
OVERALL SCORE

The redesigned Land Cruiser is smaller, less expensive, and more fuel-efficient than its predecessor, and shares its platform with the redesigned Lexus GX. It is fitted with a four-cylinder turbocharged hybrid powertrain matched to an eight-speed automatic that routes power through a full-time 4WD system. Peak output is 326 hp and 465 lb.-ft. of torque, and maximum tow capacity is 6,000 pounds. The base trim is an homage to the original Land Cruiser, with nostalgic touches such as round headlights, and focuses on off-roading. The midlevel trim steps up the creature comforts; the top First Edition ladles on all the extras, from leather upholstery to a roof rack. The Land Cruiser goes on sale in late summer.

$55,000-$65,000E RELIABILITY

NA MPG

Toyota Prius ✓

HYBRID
80
OVERALL SCORE

Toyota's complete redesign of the Prius gave it a sleeker look, more power, and sharper handling, yet it retains its superb fuel economy. We measured 51 mpg with the XLE all-wheel-drive version we tested; front-drive models are even more sparing with fuel. The car can propel itself on electric power alone at low speeds in light throttle situations up to about 25 mph. Although it delivers much quicker acceleration than the previous Prius, the gas engine is very noisy when it kicks on. Handling is sharper than before, making the car fairly nimble, but the ride is firmer, especially with the large 19-inch wheels and tires most trims now come with. The low stance, swoopy styling, and raked windshield compromise access, visibility, rear-seat space, and cargo room.

$27,950-$36,365 RELIABILITY

51 MPG

Toyota Prius Prime ✓

PHEV
76
OVERALL SCORE

The redesigned Prius Prime shares the same low-slung design as the regular Prius, but it adds a larger lithium-ion battery that can be plugged in for an electric-only range between 39 and 44 miles, depending on trim level—impressive for a plug-in hybrid electric vehicle (PHEV). Unlike a pure EV, it also has a 2.0-liter gas engine. Once the battery is depleted, the Prius Prime acts like a regular hybrid. The EPA estimates the combined mpg to be between 48 mpg and 52 mpg, depending on trim, when operating in their hybrid modes. We got 43 mpg overall with our tested XSE trim. It took us about 10 hours to charge the battery from empty using the included charger, which can be plugged into a standard 120-volt outlet. It will take about 4 hours on a 240-volt charger. The Prime is not available with all-wheel drive.

$32,975-$39,670 RELIABILITY

43 MPG; RANGE **39** MILES

Toyota RAV4 ✓

GAS
75
OVERALL SCORE

HYBRID
78
OVERALL SCORE

The RAV4's 2.5-liter four-cylinder is paired with an eight-speed automatic, together delivering relatively quick acceleration. Fuel economy is commendable at 27 mpg overall. The hybrid version feels more energetic, with the electric drive producing more immediate and quiet motivation from a standstill, while delivering an impressive 37 mpg overall. The RAV4 is responsive in corners, and it remains under control even when pushed. The ride, however, is somewhat stiff, and the noisy engine hurts the driving experience. Most controls, such as the large climate knobs, are easy to use. BSW and RCTW are standard on all except the base trim. Recent updates included a new infotainment system.

$28,675-$40,030 RELIABILITY

27 MPG / ***HYBRID* 37** MPG

Toyota RAV4 Prime ✓

PHEV

89

OVERALL SCORE

The Prime plug-in hybrid transforms the RAV4 into a quick, quiet, comfortable-riding, and more upscale SUV. It bridges the gap between a hybrid and a pure EV. With its electric drive and 2.5-liter four-cylinder engine, the Prime produces a combined 302 hp, which makes for brisk acceleration. The added electric power keeps the gas engine from having to rev high, where it can become noisy. We were able to drive the Prime about 42 miles on electric power alone, and it got 34 mpg overall once it reverted to hybrid mode. It takes about 2.5 hours to charge the battery on a 240-volt outlet. It takes around 12 hours to charge using the included charger with a standard 120-volt outlet.

$43,690-$47,560 RELIABILITY ⇈

34 MPG; RANGE **42** MILES

Toyota Sequoia

HYBRID

64

OVERALL SCORE

The Sequoia utilizes a platform shared with the Tundra pickup and Lexus LX. This full-sized, three-row SUV has a smooth and punchy 437-hp, 3.4-liter turbocharged hybrid V6 powertrain paired with a 10-speed automatic that is a delight to use, but got only 18 mpg overall. In most other ways, the new Sequoia feels outdated compared with competitors. For example, it lacks the convenience of an automatic-engaging 4WD mode. It also forgoes the previous model's independent rear suspension, which compromises ride, handling, and third-row seat space. Handling is beyond clumsy, though secure, when pushed to its limits. The ride seems compliant at first but is plagued with too much shudder and jiggle. Towing capacity is stout at over 9,000 pounds. Most trims have a 14-inch infotainment touchscreen that's a long reach away.

$61,275-$81,265 RELIABILITY ↑

18 MPG

Toyota Sienna ✓

HYBRID

77

OVERALL SCORE

The Sienna minivan comes exclusively as a hybrid, with a combined 245 hp between the electric drive and the 2.5-liter four-cylinder. Front-wheel drive is standard, and all-wheel drive is optional. Fuel economy is superb at 36 mpg overall for the FWD model we tested, and the van has a cruising range of over 600 miles. It can glide on electric power at very low speeds, but when more power is needed the gas engine noisily kicks on. The Sienna rides comfortably, but handling is uninspiring and stopping distances are long. The infotainment touchscreen is easy to use, though some controls are a far reach away from the driver. The cavernous interior has ample storage cubbies, seven USB ports, and second-row sunshades. Hands-free sliding side doors are a convenience.

$37,685-$53,905 RELIABILITY !

36 MPG

Toyota Supra ✓

GAS

84

OVERALL SCORE

This two-seat sports car shares the BMW Z4's platform and many of its components but features a coupe body, rather than a convertible. The base model comes with a 255-hp turbocharged four-cylinder paired with the standard slick-shifting eight-speed automatic. The optional 382-hp six-cylinder can be paired with the automatic or the available six-speed manual. Sport mode sharpens responses and amplifies the exhaust sound. Handling is super-responsive and agile, and the car is playful and fun to drive, whether on twisty two-lanes or a track. The ride is stiff but tolerable. Getting in and out is a chore, and the styling limits visibility. BMW's infotainment system takes some getting used to but ultimately proves logical. BSW, RCTW, and highway-speed AEB are optional.

$46,440-$65,275 RELIABILITY ↑

27 MPG

Toyota Tacoma

GAS

NA

OVERALL SCORE

The redesigned 2024 Toyota Tacoma adapts a version of the platform from the current full-sized Tundra pickup and Sequoia SUV, and it has an optional hybrid powertrain. Throw in several off-road-focused trim levels, some serious adventure-ready hardware, big screens, and the latest safety features, and the new Tacoma promises to be much more modern. There are two-door extended-cab and four-door crew-cab configurations, 5- and 6-foot beds, and rear- and four-wheel drive. There are several versions of the 2.4-liter turbocharged four-cylinder engine, ranging from 228 to 278 hp, depending on trim and transmission. A 326-hp, 2.4-liter turbocharged four-cylinder hybrid engine joins the line in spring 2024. BSW and RCTW are only optional.

$31,500-$52,100 RELIABILITY !

NA MPG

Toyota Tundra

GAS

54

OVERALL SCORE

The redesigned Tundra has new powertrains, coil springs for the rear suspension, and a generous towing capacity. Toyota offers two engine choices. The turbocharged V6 is offered in 358-hp and 389-hp versions; the V6 hybrid puts out 437 hp. All are paired with a smooth-shifting 10-speed automatic. The standard engine is quite punchy, but fuel economy of 17 mpg overall isn't stellar. The ride is relatively refined, but handling is rather clumsy. The cabin is very roomy and is available with a huge 14-inch infotainment touchscreen. Maximum tow capacity is 12,000 pounds with a stout payload of 1,940 pounds. The bed is made of dent- and corrosion-resistant composite material. BSW and RCTW are optional.

$39,965-$78,845 RELIABILITY ↓

17 MPG

Toyota Venza ✓

HYBRID

79

OVERALL SCORE

While pleasant enough, the Venza's excellent 37 mpg overall is its main selling point. The 2.5-liter four-cylinder engine and electric drive, shared with the RAV4 Hybrid, yield a combined output of 219 hp. The initial electric power makes for a smooth getaway off the line, but when extra power is needed, the electronic continuously variable transmission (eCVT) holds revs at a high level, exacerbating the din from the gas engine. All-wheel drive is standard. We found that the Venza rides comfortably and handles soundly, but tire and engine noise can be pronounced. The controls are cluttered and are very distracting. The high-end Limited trim is available with a dimmable, electrochromic glass roof.

$35,070-$43,215 RELIABILITY ↑

37 MPG

Volkswagen Arteon ✓

GAS

77

OVERALL SCORE

Our testers praised this practical, sporty, and well-appointed four-door hatchback for its prompt acceleration, confidence in corners, and firm ride that's pleasant even on rough roads. All-wheel drive is now standard. Engine noise is noticeable at low speeds and under acceleration. Inside, the Arteon has comfortable front seats and well-finished, user-friendly controls. We like the responsive touchscreen and the physical buttons and knobs for the climate and audio systems. A low roofline makes the car a challenge to get into and out of. There's a huge cargo area with lots of space and a low loading floor under the heavy hatchback lid. The engine got a recent horsepower bump, and a seven-speed dual-clutch automatic is new. The Arteon is set to be phased out soon.

$47,875-$50,925 RELIABILITY !

24 MPG

⇊ ↓ ! ↑ ⇈

WORSE BETTER

✓ CR RECOMMENDED

Volkswagen Atlas

GAS
62
OVERALL SCORE

$37,995-$52,890 RELIABILITY ⌄

21 MPG

For 2024, the Atlas has been freshened and the V6 engine has been discontinued. The 2.0-liter turbo-four becomes the sole engine choice, with an increase in horsepower to 269. The freshening also brings an electronic gear selector and very confusing, distracting controls. An off-road-looking variant is also new. Volkswagen's Atlas is a formidable competitor among three-row SUVs. It drives well, with a surprising punch from the new engine and a smooth automatic transmission. The ride is comfortable, and handling is responsive. The cabin is quiet and very accommodating, including a third-row seat that truly fits adults. A unique, effortlessly articulating second row allows a clear access path to the third row. The SE with Technology package comes well equipped.

Volkswagen Atlas Cross Sport

GAS
57
OVERALL SCORE

$36,985-$51,880 RELIABILITY ⌄

21 MPG

For 2024 Volkswagen has freshened the Atlas Cross Sport, dropping the V6 engine in the process. The 2.0-liter turbocharged four-cylinder is now the sole engine choice, and has received a bump up to 269 hp. The freshening also brings an electronic gear selector and very confusing, distracting controls. The Cross Sport is a roomy, five-passenger SUV, and it drives well unless you get the 21-inch wheels and tires that degrade ride comfort. The ride is comfortable with the standard wheels and tires, and handling is responsive. Plus, the new engine is surprisingly punchy and the automatic transmission is smooth. The cabin is quiet. The SE with Technology version comes well equipped.

Volkswagen Golf GTI

GAS
61
OVERALL SCORE

$31,965-$40,825 RELIABILITY ⌄

28 MPG

The latest generation of the Golf GTI brings sharpened handling, more power, and a new infotainment system. Now available only as a four-door, the GTI's 241-hp, 2.0-liter turbo-four pulls strongly with immediate throttle response, whether you get the six-speed manual or the dual-clutch automatic. There are driving thrills aplenty, thanks to its sharp steering, slick shifter, and invigorating engine and exhaust sounds. The cabin is well finished, and most versions come with plaid upholstery—an ode to the original Rabbit GTI from the '80s. Unfortunately, VW has replaced its formerly user-friendly controls with a very distracting infotainment system and an odd location of some controls. The all-wheel-drive Golf R has more power and cornering capability.

Volkswagen ID.4

EV
56
OVERALL SCORE

$38,995-$55,495 RELIABILITY ⌄

RANGE **253** MILES

The ID.4 EV is roomy and nicely finished inside. The standard rear-wheel-drive version has an EPA-estimated driving range between 209 and 275 miles, depending on the selected battery size, but acceleration feels tepid. The more powerful all-wheel-drive version uses two electric motors, and we got 253 miles for our 70 mph highway range. We found that this version had quick acceleration, a comfortable ride, and a quiet cabin, except for the annoying pedestrian-warning sounds at low speeds. The ID.4 has responsive handling, but it isn't sporty to drive. The rear seat is generous, as is cargo capacity. Unfortunately, the controls are very unintuitive and the slow-responding infotainment system is distracting. The car can take up to 170 kilowatts at DC fast-charging locations.

Volkswagen ID.7

EV
NA
OVERALL SCORE

$45,000-$55,000E RELIABILITY NA

RANGE NA

The Volkswagen ID.7 midsized electric sedan/hatchback uses the company's modular electric vehicle platform, shared with the ID.4 SUV. It is sized like the retired Passat sedan but has a liftgate that reveals a giant cargo area. This latest electric car has a few tricks up its sleeve, such as a large 15-inch center screen, a head-up display, an adjustable tint glass roof, adaptive suspension, and available massaging seats. The ID.7 uses a new electric drivetrain, with a 282-hp electric motor driving the rear wheels. A lithium-ion battery is packaged in the floor with an 82-kilowatt-hour capacity and a 170-kW DC fast-charging capability. A version with a slightly larger battery and all-wheel drive may be offered later.

Volkswagen Jetta

GAS
55
OVERALL SCORE

$21,435-$28,825 RELIABILITY ⌄

34 MPG

The Jetta has easy-to-use controls, great fuel economy, and a relatively spacious cabin. A 1.5-liter turbocharged four-cylinder engine coupled to an eight-speed automatic is shared with the Taos SUV. Fuel economy was excellent at 34 mpg overall when we tested it with the previous 1.4-liter turbo. The ride is absorbent but can be too tender over sharp bumps. Handling is competent yet dull. The cabin is quiet for a compact sedan. Most versions come with faux leather seats and automatic climate controls, giving the car an air of premium ambience. BSW and RCTW are optional. A sporty GLI version, which shares components with the previous-generation Volkswagen GTI, is also available.

Volkswagen Taos

GAS
47
OVERALL SCORE

$23,995-$33,515 RELIABILITY ⏬

26 MPG

The Taos small SUV slots beneath the Tiguan. The 1.5-liter turbocharged four-cylinder engine, coupled with a dual-clutch automatic on all-wheel-drive versions, delivers uneven acceleration. A huge initial delay is followed by a burst of power, which makes it hard to drive smoothly. Front-wheel-drive versions get a conventional eight-speed automatic transmission and drive more smoothly. Handling is nimble, and the firm ride absorbs most road irregularities. Shorter than the Tiguan, the Taos still has an enormous rear seat, but cargo space is smaller. Outward visibility is unobstructed. Upscale amenities, such as a digital instrument cluster and a panoramic sunroof, are available. BSW and RCTW are optional.

Volkswagen Tiguan

GAS
63
OVERALL SCORE

$28,880-$38,880 RELIABILITY ⌄

25 MPG

The Tiguan is one of the largest models in the small-SUV segment. That length allows for an optional third-row seat and an enormous second-row seat. Though the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is ultimately slow: It takes more than 10 seconds to reach 60 mph from a stop. Fuel economy of 25 mpg overall on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure, and the ride is comfortable. The cabin is among the quietest in the segment, with just a little engine noise when revved. Recent updates included a new infotainment system. BSW and RCTW are optional.

Volvo C40

EV

NA

OVERALL SCORE

Based on the electric XC40 Recharge, the C40 Recharge essentially trades some SUV functionality for a more coupelike roofline. It has a dual-motor, 402-hp setup that gives it all-wheel-drive capability. A rear-wheel-drive version is new for 2024. AWD versions have a 78-kilowatt-hour battery, which yields an EPA-estimated range of 257 miles. The electric powertrain is similar to the one we tested in the related Polestar 2 and provides quick acceleration. We found the XC40 to have a stiff ride and unintuitive controls. Because it's an EV, we expect the C40 to be quicker and quieter than the XC40. Volvo's available active driving assistance system combines adaptive cruise control and steering assistance.

$53,600-$60,550 RELIABILITY NA

RANGE NA

Volvo EX30

EV

NA

OVERALL SCORE

Volvo adds the all-new, all-electric EX30 as a relatively inexpensive EV priced below $40,000. It is slightly shorter than the similarly priced Hyundai Kona Electric or Kia Niro EV. The rear-wheel-drive version has an estimated range of up to 275 miles (265 miles for the all-wheel-drive version). The design is minimalist, with a single center-mounted touchscreen housing the speedometer, climate control interface, and infotainment. The interior is chock-full of recycled and natural materials. Safety features include a warning if occupants are about to open a door in the path of an oncoming cyclist. The EX30 will initially be built in China, which means it won't qualify for federal tax credits.

$34,950-$46,600 RELIABILITY NA

RANGE NA

Volvo EX90

EV

NA

OVERALL SCORE

Volvo's new flagship is a seven-passenger, three-row, all-wheel-drive electric SUV called the EX90. It is equipped with cutting-edge safety technology, including a driver monitoring system that can pull over and call for help if a driver becomes unresponsive, and a lidar sensor to support its advanced driving assistance systems. A minimalist, leather-free interior makes use of recycled materials and hidden lighting. According to Volvo, the EX90 can drive up to 300 miles on a charge.

$76,695-$86,545 RELIABILITY NA

RANGE NA

Volvo S60 ✓

GAS

70

OVERALL SCORE

The S60 sedan is quiet, and boasts an uncluttered and elegant interior with comfortable seats. It comes with front- or all-wheel drive. The turbo four-cylinder engine employs mild-hybrid technology that facilitates accessory usage and smooths out the engine's stop/start feature. We measured 26 mpg overall when we tested the previous T5 engine. In typical Volvo fashion, the ride is stiff. Handling is sound but unexceptional. The S60 is plagued with Volvo's unintuitive infotainment system, which requires too much swiping, tapping, and eyes-off-the-road time. The V60 Cross Country is a raised wagon version, and the V60 Recharge is a 455-hp plug-in hybrid wagon with an estimated 41-mile all-electric driving range.

$42,450-$58,550 RELIABILITY ❗

26 MPG

Volvo S90

GAS

58

OVERALL SCORE

Though the S90 is ornate inside, it falls short of the refinement expected of a midsized luxury sedan, mostly because of the car's too-stiff ride. The standard engine is a 295-hp, turbocharged four-cylinder with a mild-hybrid setup. All-wheel drive is standard. A plug-in hybrid version has an estimated 38-mile all-electric cruising range. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touchscreen proves to be frustrating to use. The V90 Cross Country is a wagon version of the S90. Volvo's standard active driving assistance system combines steering assistance and adaptive cruise control to ease highway driving.

$58,300-$71,200 RELIABILITY 🔽

23 MPG

Volvo XC40

GAS

63

OVERALL SCORE

The XC40 competes in the entry-level luxury SUV class. Gas-powered models come with standard all-wheel drive and a 247-hp turbo four-cylinder that packs a decent punch. The ride is stiff, and the engine has a coarse growl. Worse, the controls, such as the electronic gear selector and infotainment system, are unintuitive and frustrating to operate. Handling is mundane but secure. The cabin is nicely furnished, and the front seats are very comfortable. An all-electric version called Recharge, which is rated for between 254 and 293 miles of range, is also available. Volvo's optional active driving assistance system combines adaptive cruise control and steering assistance.

$40,500-$60,550 RELIABILITY ❗

24 MPG

Volvo XC60

GAS | **PHEV**

60 | **56**

OVERALL SCORE | OVERALL SCORE

Volvo's XC60 is a scaled-down version of the XC90, complete with an elegant, high-quality interior. Like its big brother, it suffers from convoluted and distracting controls and a stiff ride. Handling is fairly agile and quite secure. The standard 2.0-liter turbocharged four-cylinder engine, known as the B5, is responsive, but the eight-speed automatic shows an occasional bumpy shift at low speeds. We measured 23 mpg overall on premium fuel. The XC60 Recharge is a plug-in hybrid that's very quick. It has an EPA-estimated 35 miles of all-electric cruising. After that it switches over to hybrid mode, where it got 28 mpg overall in our tests. The cabin benefits from supremely comfortable seats, a relatively roomy rear seat, and a nicely finished cargo hold.

$46,900-$75,250 RELIABILITY 🔽

23 MPG / ***PHEV*** **28** MPG; RANGE **35** MILES

Volvo XC90

GAS

66

OVERALL SCORE

This nicely appointed three-row SUV suffers from a bumpy ride and baffling controls. The base B5 uses a 247-hp, 2.0-liter turbo four-cylinder. Our tested B6, with its more powerful 295-hp engine, delivered decent punch but returned a so-so 20 mpg overall. A plug-in hybrid version is also available, with a 32-mile all-electric range. The eight-speed automatic shifts smoothly most of the time. Handling is responsive and secure, but the ride is stiff. The cabin is quiet, but the raspy-sounding engine is unbefitting a luxury SUV. The interior is uncluttered and modern, with supercomfortable seats, though the third row is tight. Most functions are controlled through the touchscreen, but common tasks take too many steps to complete.

$56,600-$80,100 RELIABILITY 🔽

20 MPG

⏬ 🔽 ❗ 🔼 ⏫

WORSE ⊢—⊣ BETTER

✓ **CR** RECOMMENDED

4 USED CARS WE LOVE

AUTO CR ISSUE

↑ **2018 BMW X3**

NEED NEW WHEELS but you're on a budget? Buying used is still the best way to get the biggest bang for your buck. It's simple math: According to Kelley Blue Book, on average a new car's price has depreciated by 29 percent after two years. After three years, that price has dropped by 42 percent. That means you can find a reasonably priced model that's reliable and new enough to have some of the latest safety features.

What follows are the vehicles that have proved to be reliable choices, according to data from CR's auto surveys. We've also included a list of the most problematic used cars, based on that same data.

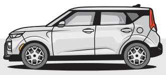
BY JONATHAN LINKOV

THE BEST USED CARS

THESE 2014-2023 models have above-average reliability for the years listed and come with electronic stability control, a key safety feature. Many were also available with forward collision warning, automatic emergency braking, and/or blind spot warning as standard or optional features when new. The models highlighted in **BOLD** stood out in our testing when they were new and have multiple years of strong reliability scores, making them good choices.

PRICES

- 🟨 $5,000-$10,000
- 🟡 $10,000-$15,000
- 🟧 $15,000-$20,000
- 🟫 $20,000-$25,000
- 🟩 $25,000-$30,000
- 🟦 $30,000-$40,000


KIA SOUL

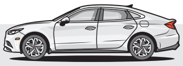
SMALL CARS

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Chevrolet Cruze				🟡	🟡					
Ford C-Max		🟡	🟡							
Honda Civic	🟡							🟫		🟩
Honda Fit			🟡	🟡	🟡		🟧			
Hyundai Elantra						🟧				🟫
Kia Niro										🟩
Kia Niro EV									🟦	
Kia Soul									🟫	🟫
Mazda3	🟨		🟡	🟡				🟧	🟫	
Nissan Leaf		🟨			🟡					🟫
Subaru Impreza						🟧	🟧			
Toyota C-HR						🟧				
Toyota Corolla	🟡	🟡	🟡	🟡	🟧	🟧	🟧	🟫	🟫	
Toyota Corolla Hybrid							🟧	🟧	🟫	🟫
Toyota Prius	🟡	🟡	🟧	🟧	🟧		🟫	🟫	🟩	🟦
Toyota Prius C		🟡								
Toyota Prius Prime				🟧	🟫	🟫	🟫	🟩	🟩	
Toyota Prius V	🟡	🟡	🟧	🟧						

LEXUS GS

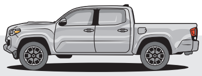
LUXURY CARS

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Acura TLX		🟡	🟧		🟫	🟫		🟦		
Audi A3			🟡							
Audi A4							🟩			
BMW 3 Series			🟡		🟧				🟦	
BMW 5 Series								🟦		
Buick Regal					🟧					
Buick Verano	🟨									
Genesis G70									🟦	
Genesis G80						🟩				
Infiniti Q50						🟫				
Lexus ES	🟡	🟧	🟧	🟫	🟫	🟩			🟦	
Lexus ES Hybrid	🟧	🟧	🟫			🟦		🟦		
Lexus GS		🟧	🟫							
Lexus IS		🟧								
Lexus LS				🟦						
Lincoln MKZ							🟫			
Mercedes-Benz E-Class				🟫		🟦				


HYUNDAI SONATA

MIDSIZED & LARGE CARS

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Honda Accord		🟡	🟡	🟧			🟫			
Honda Accord Hybrid	🟡	🟡		🟧					🟩	🟦
Hyundai Sonata								🟫		
Kia K5										🟩
Kia Optima							🟧			
Mazda6		🟡	🟡	🟡						
Subaru Legacy				🟧		🟫				
Toyota Avalon	🟡	🟡	🟧	🟧	🟫	🟩	🟩	🟦	🟦	
Toyota Avalon Hybrid	🟧	🟧	🟧		🟫	🟩	🟩	🟦	🟦	
Toyota Camry	🟡	🟡	🟡	🟧	🟧	🟫	🟫	🟫	🟩	🟩
Toyota Camry Hybrid	🟡	🟡	🟧	🟧	🟫	🟫		🟩	🟩	🟩


TOYOTA TACOMA

PICKUP TRUCKS

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Ford Maverick									🟩	🟦
Ford Maverick Hybrid										🟦
Ford Ranger								🟩		🟦
Honda Ridgeline	🟧							🟦	🟦	
Hyundai Santa Cruz										🟩
Nissan Frontier	🟡			🟧		🟧				
Toyota Tacoma	🟧	🟧	🟧	🟫			🟩	🟩	🟩	
Toyota Tundra	🟧		🟫	🟫	🟩	🟩	🟦	🟦		

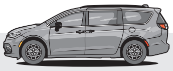
ILLUSTRATIONS BY RODRIGO DAMATI

THE BEST USED CARS

Continued

PRICES

- 🟨 $5,000-$10,000
- 🟡 $10,000-$15,000
- 🟧 $15,000-$20,000
- 🟫 $20,000-$25,000
- 🟩 $25,000-$30,000
- 🟦 $30,000-$40,000


CHRYSLER PACIFICA

WAGONS & MINIVANS

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Audi Allroad							🟩			
Buick Regal TourX					🟧					
Chrysler Pacifica									🟦	
Honda Odyssey				🟧					🟦	
Toyota Sienna			🟧		🟫		🟩		🟦	
Toyota Venza	🟡	🟡						🟦	🟦	🟦

BMW X3

SMALL SUVs

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Acura RDX			🟧				🟩	🟦	🟦	🟦
Audi Q5						🟫				
BMW X3			🟡		🟫			🟦	🟦	
Buick Envision				🟧		🟫	🟫		🟩	
Cadillac XT5						🟫				🟦
Chevrolet Equinox					🟧	🟧	🟧			🟩
Ford Mustang Mach-E										🟦
GMC Terrain					🟧	🟧	🟫			🟩
Honda CR-V	🟡	🟡	🟧			🟫	🟫	🟩	🟩	🟦
Honda CR-V Hybrid							🟫		🟩	
Honda HR-V				🟧	🟧	🟧		🟫	🟫	🟩
Hyundai Kona					🟧	🟧				
Hyundai Tucson							🟧	🟫		🟩
Hyundai Tucson Hybrid										🟦
Infiniti QX50				🟧						
Jeep Cherokee							🟧		🟩	
Jeep Compass									🟫	
Kia Sportage							🟧	🟫	🟫	
Lexus NX		🟧	🟫	🟫		🟩	🟩	🟦		
Lexus NX Hybrid						🟩	🟦			
Lexus UX						🟫	🟩	🟩		
Lincoln Corsair								🟩		
Mazda CX-30									🟫	🟫
Mazda CX-5			🟡					🟫	🟫	🟩
Mazda CX-50										🟩
Nissan Rogue Sport							🟧			
Porsche Macan					🟩		🟦			

SMALL SUVs

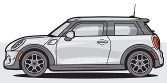
Continued

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Subaru Crosstrek						🟫	🟫	🟫	🟩	🟩
Subaru Forester								🟩	🟩	🟩
Toyota Corolla Cross									🟫	
Toyota RAV4	🟡	🟡	🟧	🟧	🟧		🟫	🟩	🟩	🟦
Toyota RAV4 Hybrid			🟧	🟧	🟫	🟩		🟦	🟦	🟦
Toyota RAV4 Prime								🟦	🟦	🟦
Volkswagen Tiguan							🟧			
Volvo XC40						🟫	🟫	🟩		
Volvo XC60				🟡						

HONDA PILOT

MIDSIZED & LARGE SUVs

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Acura MDX		🟧							🟦	
Buick Enclave						🟫				🟦
Chevrolet Trailblazer										🟩
Ford Edge							🟫		🟩	🟦
GMC Acadia								🟩		🟦
Honda Passport								🟩		
Honda Pilot	🟡							🟩		
Hyundai Palisade									🟦	🟦
Hyundai Santa Fe						🟫	🟫			🟩
Lexus GX			🟩			🟦	🟦			
Lexus RX	🟧	🟧	🟫	🟩	🟩	🟦	🟦	🟦		
Lexus RX Hybrid		🟫	🟫	🟩						
Lincoln MKX					🟧					
Lincoln Nautilus							🟫	🟩		
Mazda CX-9					🟧		🟫		🟩	
Nissan Murano			🟡			🟧	🟫			
Toyota 4Runner	🟫	🟫	🟩	🟩	🟩	🟦		🟦	🟦	🟦
Toyota Highlander	🟧	🟧	🟧	🟫	🟫	🟫	🟩	🟦	🟦	
Toyota Highlander Hybrid					🟩	🟦	🟦	🟦		


MINI COOPER

SPORTS CARS/ CONVERTIBLES

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Audi A5						🟩			🟦	🟦
BMW 2 Series			🟧							
BMW 4 Series									🟦	
Chevrolet Corvette	🟦									
Mazda MX-5 Miata			🟧	🟧		🟫	🟫	🟫		
Mini Cooper						🟧			🟫	🟩

USED CARS TO AVOID

THE 59 MODELS in this table have much worse than average reliability for the model years listed, based on responses to our annual auto surveys. We suggest that you cross them off your list, no matter how well-priced they are.

AUDI	
A3	'18
A6	'19
Q3	'16, '22
E-tron	'19

BUICK	
Encore	'15, '17
Encore GX	'20

CADILLAC	
XT4	'19

CHEVROLET	
Blazer	'23
Bolt	'19-22
Cruze	'14
Malibu	'14
Suburban	'21, '23
Tahoe	'16-17, '21
Traverse	'18

CHRYSLER	
Pacifica Hybrid	'18, '21-22
Town & Country	'16

DODGE	
Grand Caravan	'16, '18

FORD	
Escape	'21
Escape Hybrid	'20
Expedition	'17-19
Explorer	'16, '20
F-150 Hybrid	'21-22
F-250	'19, '21
Mustang	'20

GMC	
Acadia	'18
Yukon	'16-17, '21
Yukon XL	'21, '23

HYUNDAI	
Ioniq	'20
Ioniq 5	'22
Kona Electric	'19
Santa Fe Sport	'14
Sonata	'17-18
Tucson	'16-17

JEEP	
Cherokee	'14
Gladiator	'20
Grand Cherokee L	'21
Wrangler	'18, '20-21
Wrangler JK	'18

KIA	
Niro	'19
Soul	'21

MAZDA	
CX-9	'23

MERCEDES-BENZ	
C-Class	'18

MINI	
Cooper	'18

NISSAN	
Frontier	'23
Pathfinder	'23
Rogue	'22

RAM	
2500	'17, '22

RIVIAN	
R1T	'22

TESLA	
Model S	'19-21
Model X	'18, '22

VOLKSWAGEN	
Atlas	'21
ID.4	'21, '23
Jetta	'14, '21
Taos	'22
Tiguan	'18

VOLVO	
S60	'15, '20
V60	'15, '20
XC60 Plug-in Hybrid	'22-23
XC90	'16, '19

RECALLS

AUTOMOBILE RECALLS ARE issued when a serious safety concern has been identified. A free fix is usually available through dealerships. You should check for recalls before purchasing a used car because, unlike new cars, they can be sold with "open" recalls–ones that haven't been addressed. It's important to check for recalls on your car every year. An easy way to do that is to sign up for our free Car Recall Tracker, which will notify you when one has been issued for a car that you own, by going to **CR.org/carrecalls**.

TOYOTA

About 1 million Toyota and Lexus vehicles from the 2020 through 2022 model years have been recalled because their passenger airbags may not properly deploy in a crash due to a faulty sensor. The recall includes gas and hybrid versions of the 2020-2022 Lexus RX and Toyota Avalon, Corolla, Highlander, and RAV4; 2020-2022 Lexus ES and Toyota Camry; and the 2021 Toyota Sienna.
What to do Dealerships will inspect and, if necessary, replace sensors free of charge. Consumers can call Toyota at 800-331-4331 or Lexus at 800-255-3987. The NHTSA number for this recall is 23V865000.

HONDA/ACURA >

The American Honda Motor Co. is recalling 2,539,902 cars, minivans, SUVs, and trucks from its Acura and Honda brands due to a possible premature fuel pump failure, which can prevent the engine from starting or cause it to stall while the car is being driven. The models are the 2018-2020 Honda Accord, Civic, Civic Type R, CR-V, HR-V, Ridgeline, and Odyssey; 2018-2020 Acura ILX, MDX, MDX Hybrid, RDX, RLX, and TLX; 2019-2020 Honda Insight and Passport; 2020 Honda CR-V Hybrid; 2018-2019 Honda Clarity PHEV and Fit; and 2017-2020 Honda Accord Hybrid and Acura NSX.
What to do Dealers will replace the fuel pump with an improved version, free of charge. Consumers can call 888-234-2138 for more information. The NHTSA number for this recall is 23V-858. Honda's codes for it are KGC and KGD.

REGISTER FOR CR's FREE RECALL TRACKER

Find out if your car has been recalled to fix a problem and register to be notified about future recalls by following this QR code to our free Recall Tracker. You will need to provide an email address.

5

MOST & LEAST RELIABLE CARS

↑ **FORD MUSTANG MACH-E**

WITH MORE ELECTRIC VEHICLES, hybrids, and plug-in hybrids for sale, CR has added three new categories—Electric Motor, EV Battery, and EV Charging—to our vehicle reliability history charts, to better identify where problems may occur.

We gather data from CR members, who reported on problems they had with their vehicles that they considered serious—due to cost, time the car is out of service, and more—during the 12 months prior to the survey.

With data on over 330,000 vehicles, we can help you find a problem-free vehicle or give you a heads-up about issues your car may soon experience.

BY JONATHAN LINKOV

HOW TO READ OUR RELIABILITY CHARTS

New Model Prediction This is our projection of how reliable a 2024 or early 2025 model is likely to be. It is determined using the average of the same model's overall reliability ratings for the past three years, provided the model was not redesigned or significantly changed during that time. If the model was redesigned in 2023 or 2022, we might make a reliability determination based on just one or two years' worth of data. For new or redesigned models, we base our prediction on the reliability history of the previous generation, brand, and similar models. A blank indicates the model was discontinued.

Overall Reliability (Used Cars) This rating indicates how many problems a model has had compared with the average problem rate for vehicles of the same model year in up to 20 trouble spots, as reported by our members. Our calculations give extra weight to the areas of engine, major; engine, cooling; transmission, major; drive system; EV motor; and EV battery because they can be serious and expensive to repair.

Trouble Spots Models that score a ⇊ are not necessarily unreliable, but they suffer a higher rate of problems than the average model. Similarly, models that score a ⇈ are not necessarily trouble-free, but they have relatively few issues compared with other models of the same year. Newer vehicles should have few, if any, problems and most score all ⇈. In some cases, a model may score ↑ and ⇈ in most categories, but the verdict is a ! or lower because it still has more issues cumulatively than the average model.

An empty column indicates the model wasn't sold that year; a column of asterisks (*) indicates that there is insufficient data for that year. Redesigned or newly introduced model years are noted with the model year appearing inside a gray box.

THE TROUBLE SPOTS WE CHECK

Engine, Major Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

Engine, Minor Oil or fuel leaks, accessory belts and pulleys, engine computer, engine mounts, engine knock or ping.

Engine, Cooling Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.

Transmission, Major Transmission rebuild or replacement, torque converter, premature clutch replacement.

Transmission, Minor Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment.

Drive System Driveshaft or axle, CV joint, differential, transfer case, driveline vibration, traction control, electronic stability control (ESC).

Electric Motor Electric drive motor rebuild, replacement, or malfunction.

EV Battery Hybrid/electric battery replacement, hybrid/electric battery malfunction, hybrid/electric battery cooling problems.

EV Charging Charges too slowly, charge connection problem, won't charge at home, won't work with public chargers, won't fully charge, charging port problem, won't DC fast charge.

Build Quality is a composite of electrical accessories, body hardware, paint/trim, and noises/leaks.

Fuel System Sensors (includes O_2 or oxygen sensor), emission control devices (includes EGR), fuel gauge/sender, fuel injection system, fuel pump, problems filling the tank.

Electrical Alternator, starter, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, spark plug or wire failure, auto stop/start.

Climate System Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leaks, electrical failure, controls not available on infotainment screen.

Suspension Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.

Brakes Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure, regenerative braking.

In-Car Electronics Audio systems, backup/parking camera, entertainment systems, navigation system, communication system, hardware replacement, over-the-air updates, head-up display.

Go to **CR.org/reliability** for the full list of factors in these categories.

HOW THE RATINGS ARE CALCULATED

This chart shows the average rates of problems in each trouble spot by model year for all vehicles in CR's Annual Auto Survey. The information is broken down by trouble spot and expressed as a rounded percentage. The trouble-spot ratings are based on whether a particular model has more or fewer issues than the average vehicle for the same year. For example, less than 1 percent of 2021 models in our survey, on average, had Drive System problems. Because no 2021 Kia Seltos (page 92) owners reported a problem in this category, it scores a ⇈ (much better than average). About 1 percent of 2023 EVs had EV Charging problems, on average. Because 3.7 percent of Kia Niro EVs were reported to have a problem in this category, it scores a ⇊ (much worse than average).

Average Percent Problem Rates

	'16	'17	'18	'19	'20	'21	'22	'23
Engine, Major	2	1	1	<1	1	<1	<1	<1
Engine, Minor	1	1	1	<1	<1	<1	<1	<1
Engine, Cooling	<1	<1	<1	<1	<1	<1	<1	<1
Transmission, Major	1	1	1	1	<1	<1	<1	<1
Transmission, Minor	1	1	1	<1	<1	<1	<1	<1
Drive System	2	1	1	1	1	<1	<1	<1
Electric Motor	<1	<1	1	<1	1	<1	<1	<1
EV Battery	2	3	2	4	3	3	2	<1
EV Charging	2	2	2	3	3	2	2	1
Build Quality	5	5	4	3	4	2	2	2
Fuel System	2	1	1	1	<1	1	<1	<1
Electrical	1	1	1	<1	<1	<1	<1	<1
Climate System	3	3	2	1	1	1	1	<1
Suspension	2	2	1	1	1	1	<1	<1
Brakes	2	2	2	1	1	1	1	<1
In-Car Electronics	3	3	3	3	3	4	4	2

PHOTO: FORD

⇊ ↓ ! ↑ ⇈
WORSE ⟷ BETTER

New Model Prediction ▶	**Acura MDX**							!
	'16	'17	'18	'19	'20	'21	**'22**	'23
Overall Reliability	↓	!	↓	!	!		↑	↓
Engine, Major	⇈	↑	!	⇈	⇈		⇈	⇈
Engine, Minor	⇈	⇈	!	↑	↑		⇈	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈		⇈	⇈
Transmission, Major	⇊	⇈	↓	⇈	⇈		⇈	⇈
Transmission, Minor	↑	⇈	⇈	↓	!		⇈	⇈
Drive System	⇊	↑	⇈	⇈	⇈		↑	↑
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↓	↓	⇊	↓	⇊		↑	!
Fuel System	!	!	⇈	↓	⇈		⇈	⇈
Electrical	⇈	⇈	⇊	↑	⇈		⇈	⇈
Climate System	⇈	⇈	↑	↓	⇈		⇈	↑
Suspension	↓	⇊	↑	!	!		↑	!
Brakes	⇊	⇈	!	⇈	!		!	!
In-Car Electronics	↑	↑	⇈	↓	⇈		⇈	⇊

New Model Prediction ▶	**Acura RDX**							↑
	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	↑	!	!	↓	↑	↑	↑	⇈
Engine, Major	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	↑	↓	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Minor	⇈	!	↑	↑	⇈	⇈	⇈	⇈
Drive System	⇊	⇈	!	↓	⇈	⇈	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇈	!	↓	⇊	⇈	↑	↑	⇈
Fuel System	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate System	⇈	⇈	!	!	!	⇈	⇈	⇈
Suspension	↑	⇈	⇊	↓	↑	⇈	↑	⇈
Brakes	↑	↓	↑	!	⇊	⇈	⇈	⇈
In-Car Electronics	↑	↑	⇈	⇊	⇊	!	!	⇊

New Model Prediction ▶	**Acura TLX**							↑
	'16	'17	'18	'19	'20	**'21**	'22	'23
Overall Reliability	↑	*	↑	↑	↓	↑	*	*
Engine, Major	⇈	*	⇈	⇈	⇊	⇈	*	*
Engine, Minor	⇊	*	⇈	⇈	⇈	↓	*	*
Engine, Cooling	⇈	*	⇈	⇈	⇈	⇈	*	*
Transmission, Major	⇈	*	⇈	⇈	⇈	⇈	*	*
Transmission, Minor	⇈	*	⇈	⇈	⇈	⇈	*	*
Drive System	⇈	*	⇈	⇈	!	⇈	*	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	!	*	↓	↑	⇈	↑	*	*
Fuel System	!	*	⇈	⇊	↓	⇈	*	*
Electrical	⇈	*	⇈	⇈	⇊	⇈	*	*
Climate System	↑	*	⇈	⇈	⇈	!	*	*
Suspension	⇈	*	⇈	⇈	!	⇈	*	*
Brakes	⇈	*	⇊	⇊	⇈	⇈	*	*
In-Car Electronics	⇈	*	⇈	⇈	⇈	⇊	*	*

New Model Prediction ▶	**Audi A3**							!
	'16	'17	'18	'19	'20	'21	**'22**	'23
Overall Reliability	↑	!	⇊	*	*		*	*
Engine, Major	↓	⇈	⇈	*	*		*	*
Engine, Minor	⇈	⇈	⇊	*	*		*	*
Engine, Cooling	⇈	⇈	⇈	*	*		*	*
Transmission, Major	⇈	⇊	⇈	*	*		*	*
Transmission, Minor	⇈	⇈	⇊	*	*		*	*
Drive System	⇈	⇈	⇊	*	*		*	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇈	⇈	⇊	*	*		*	*
Fuel System	⇊	⇈	⇊	*	*		*	*
Electrical	⇈	⇈	⇈	*	*		*	*
Climate System	↓	↓	⇊	*	*		*	*
Suspension	⇈	!	⇊	*	*		*	*
Brakes	⇈	↑	⇈	*	*		*	*
In-Car Electronics	!	↑	!	*	*		*	*

New Model Prediction ▶	**Audi A4**							!
	'16	**'17**	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	!	!	↑	!	*	!
Engine, Major	!	⇈	↑	⇈	⇈	⇈	*	⇈
Engine, Minor	⇈	⇊	↑	↑	⇈	⇊	*	⇈
Engine, Cooling	⇈	⇊	↑	↑	⇈	⇈	*	⇈
Transmission, Major	↓	↑	↓	⇈	⇈	⇈	*	⇈
Transmission, Minor	⇈	↓	⇈	!	⇈	⇈	*	⇈
Drive System	⇊	⇈	↑	⇈	⇈	⇈	*	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↑	!	!	⇈	↑	!	*	↑
Fuel System	!	⇊	⇈	⇈	⇈	⇊	*	⇈
Electrical	⇈	!	⇈	⇈	⇈	⇈	*	⇈
Climate System	⇊	↓	⇈	⇊	⇈	⇈	*	⇈
Suspension	↓	↑	⇊	↑	⇈	⇈	*	⇈
Brakes	⇈	⇈	↓	⇊	⇈	⇈	*	↓
In-Car Electronics	⇈	↑	⇈	!	⇊	⇊	*	⇊

New Model Prediction ▶	**Audi A5**							↑
	'16	'17	**'18**	'19	'20	'21	'22	'23
Overall Reliability	*	*	!	↑	*	!	⇈	⇈
Engine, Major	*	*	⇈	⇈	*	⇈	⇈	⇈
Engine, Minor	*	*	↓	⇈	*	⇈	⇈	⇈
Engine, Cooling	*	*	⇈	⇈	*	⇈	⇈	⇈
Transmission, Major	*	*	⇈	⇈	*	⇈	⇈	⇈
Transmission, Minor	*	*	⇈	⇈	*	⇈	⇈	⇈
Drive System	*	*	↑	⇊	*	⇈	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	*	*	⇊	↑	*	⇊	⇈	⇈
Fuel System	*	*	↑	⇈	*	⇈	⇈	⇈
Electrical	*	*	⇈	⇈	*	⇈	⇈	⇈
Climate System	*	*	↑	⇈	*	⇈	⇈	⇈
Suspension	*	*	⇈	⇈	*	⇈	↓	⇈
Brakes	*	*	⇈	⇈	*	↓	⇈	⇈
In-Car Electronics	*	*	↑	↑	*	⇊	⇈	⇊

New Model Prediction ▶	**Audi A6**							!
	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	⇊	*	*	*	*
Engine, Major	↑	⇈	⇈	⇊	*	*	*	*
Engine, Minor	⇈	↓	⇊	⇈	*	*	*	*
Engine, Cooling	⇈	↓	⇊	⇈	*	*	*	*
Transmission, Major	⇈	⇈	⇈	↓	*	*	*	*
Transmission, Minor	⇈	⇈	!	⇈	*	*	*	*
Drive System	⇊	⇈	⇈	⇈	*	*	*	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	!	⇊	⇊	⇊	*	*	*	*
Fuel System	⇊	⇊	⇈	!	*	*	*	*
Electrical	⇈	⇈	⇈	⇊	*	*	*	*
Climate System	⇈	⇈	↑	⇈	*	*	*	*
Suspension	⇊	⇊	⇈	↓	*	*	*	*
Brakes	↑	⇊	!	⇈	*	*	*	*
In-Car Electronics	!	⇊	⇊	⇊	*	*	*	*

New Model Prediction ▶	**Audi Q3**							!
	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	⇊	*	↑	*	!	!	⇊	*
Engine, Major	⇊	*	⇈	*	⇈	⇈	⇈	*
Engine, Minor	⇈	*	⇈	*	⇈	⇈	⇈	*
Engine, Cooling	⇈	*	⇈	*	⇈	⇈	⇈	*
Transmission, Major	⇈	*	⇈	*	⇈	⇈	↓	*
Transmission, Minor	⇈	*	⇈	*	⇈	⇈	⇈	*
Drive System	⇊	*	⇈	*	⇈	⇈	↓	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↑	*	↑	*	⇊	↓	⇈	*
Fuel System	⇈	*	⇈	*	⇈	!	⇊	*
Electrical	⇊	*	⇈	*	⇈	⇈	⇈	*
Climate System	⇊	*	⇊	*	⇈	⇈	⇊	*
Suspension	⇊	*	⇊	*	!	⇈	↓	*
Brakes	⇊	*	⇈	*	⇊	⇊	⇊	*
In-Car Electronics	!	*	↑	*	↑	⇈	↓	*

New Model Prediction ▶	**Audi Q5**							!
	'16	'17	**'18**	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	↑	↓	↓	↓	!
Engine, Major	⇊	↓	!	⇈	↓	⇈	!	⇈
Engine, Minor	⇊	↑	↑	⇈	!	⇈	⇈	⇈
Engine, Cooling	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Drive System	⇊	!	↓	⇈	!	↑	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↑	⇊	⇊	!	⇊	↓	⇊	!
Fuel System	!	⇊	↑	⇈	⇈	⇈	⇈	⇈
Electrical	!	↑	⇈	⇈	⇈	⇈	⇈	↑
Climate System	!	!	!	!	⇊	!	↓	⇈
Suspension	⇊	⇊	↓	⇈	⇈	⇊	⇈	⇈
Brakes	!	⇊	↑	⇈	↑	⇈	↑	⇈
In-Car Electronics	↑	↓	!	↑	⇈	⇊	↓	↓

New Model Prediction ▶	**Audi Q7**							!
	'16	**'17**	'18	'19	**'20**	'21	'22	'23
Overall Reliability	*	↓	↓	↓	*	↓	*	*
Engine, Major	*	⇊	⇊	⇈	*	⇈	*	*
Engine, Minor	*	⇈	⇈	!	*	!	*	*
Engine, Cooling	*	⇈	↑	↑	*	⇈	*	*
Transmission, Major	*	⇈	⇈	↓	*	⇈	*	*
Transmission, Minor	*	↑	⇈	⇈	*	↑	*	*
Drive System	*	⇊	⇊	↑	*	⇈	*	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	*	⇊	↓	↓	*	⇊	*	*
Fuel System	*	⇈	⇈	⇈	*	⇊	*	*
Electrical	*	↑	↑	⇈	*	⇊	*	*
Climate System	*	!	⇊	↓	*	⇈	*	*
Suspension	*	⇊	⇊	⇊	*	↑	*	*
Brakes	*	⇊	⇊	↓	*	↑	*	*
In-Car Electronics	*	!	↑	⇈	*	⇊	*	*

New Model Prediction ▶	**BMW 2 Series**							↑
	'16	'17	'18	'19	'20	'21	**'22**	'23
Overall Reliability	↑	↓	!	*	*	*	*	*
Engine, Major	⇈	⇊	⇊	*	*	*	*	*
Engine, Minor	⇈	!	⇈	*	*	*	*	*
Engine, Cooling	⇈	!	⇈	*	*	*	*	*
Transmission, Major	⇈	⇈	⇈	*	*	*	*	*
Transmission, Minor	⇈	⇈	⇈	*	*	*	*	*
Drive System	⇈	⇈	⇈	*	*	*	*	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↑	⇊	↑	*	*	*	*	*
Fuel System	⇈	⇊	⇈	*	*	*	*	*
Electrical	⇈	⇊	⇈	*	*	*	*	*
Climate System	↑	↓	⇈	*	*	*	*	*
Suspension	⇈	⇊	⇈	*	*	*	*	*
Brakes	!	↑	⇈	*	*	*	*	*
In-Car Electronics	↓	⇈	⇈	*	*	*	*	*

New Model Prediction ▶	**BMW 3 Series**							!
	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	↑	!	↑	↓	!	!	↑	!
Engine, Major	⇈	⇈	⇈	⇈	!	!	⇈	⇈
Engine, Minor	!	⇈	!	!	↑	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈
Transmission, Minor	!	⇈	⇈	↑	⇈	↑	⇈	⇈
Drive System	!	⇊	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇈	!	⇈	!	!	↑	⇈	↓
Fuel System	⇈	!	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate System	⇈	⇈	⇊	↓	⇈	!	!	⇈
Suspension	!	!	!	⇈	⇈	↑	⇈	⇈
Brakes	!	↑	⇊	⇊	⇊	!	↓	⇈
In-Car Electronics	↑	!	!	⇊	↑	⇈	↑	⇈

New Model Prediction ▶	**BMW 4 Series**							↑
	'16	'17	'18	'19	'20	**'21**	'22	'23
Overall Reliability	↓	*	↓	↓	*	*	↑	!
Engine, Major	⇊	*	⇈	⇈	*	*	⇈	⇈
Engine, Minor	!	*	⇊	⇈	*	*	⇈	⇈
Engine, Cooling	⇈	*	!	⇈	*	*	⇈	⇈
Transmission, Major	⇈	*	↓	⇈	*	*	⇈	⇈
Transmission, Minor	⇈	*	⇈	⇈	*	*	⇈	⇈
Drive System	↓	*	↓	⇊	*	*	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇈	*	⇈	⇊	*	*	⇈	!
Fuel System	!	*	⇈	⇈	*	*	⇈	⇈
Electrical	⇈	*	!	⇈	*	*	⇈	⇈
Climate System	⇊	*	↓	⇈	*	*	⇈	⇊
Suspension	⇊	*	↓	⇈	*	*	⇈	⇈
Brakes	⇊	*	↑	↑	*	*	↓	⇈
In-Car Electronics	⇊	*	↑	⇈	*	*	↑	⇈

New Model Prediction ▶	**BMW 5 Series**							↑
	'16	**'17**	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	*	↓	!	*	↑	↓	*
Engine, Major	!	*	↓	!	*	⇈	⇈	*
Engine, Minor	⇊	*	⇈	⇈	*	⇈	⇈	*
Engine, Cooling	⇈	*	⇈	⇈	*	⇈	⇈	*
Transmission, Major	⇈	*	⇈	⇈	*	⇈	↑	*
Transmission, Minor	↑	*	⇈	⇈	*	⇈	⇈	*
Drive System	⇊	*	⇊	⇈	*	⇈	⇈	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇈	*	⇊	⇊	*	⇈	↓	*
Fuel System	↑	*	⇊	⇈	*	⇈	!	*
Electrical	⇈	*	⇈	⇈	*	↑	⇈	*
Climate System	⇊	*	!	↑	*	↑	⇊	*
Suspension	⇊	*	!	⇈	*	⇈	⇈	*
Brakes	⇈	*	⇈	⇊	*	⇊	⇈	*
In-Car Electronics	!	*	↓	!	*	↑	↑	*

New Model Prediction ▶	**BMW X3**							↑
	'16	'17	**'18**	'19	'20	'21	'22	'23
Overall Reliability	↑	!	↑	!	!	↑	⇈	↑
Engine, Major	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Engine, Minor	⇊	!	⇈	⇈	⇈	!	↑	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	⇈	!	⇈	⇈	↑	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Drive System	⇈	↑	⇈	⇈	↑	⇈	⇈	↑
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇈	↓	↓	↑	!	↑	⇈	↑
Fuel System	!	⇊	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	⇈	!	⇈	⇈	↑	⇈	⇈	⇈
Climate System	↑	⇈	↑	⇊	↑	↑	⇈	⇈
Suspension	!	↓	↑	⇈	↑	⇈	⇈	⇈
Brakes	↑	!	↑	↓	⇊	↓	↑	⇈
In-Car Electronics	↑	↑	↓	!	⇊	⇈	⇈	⇈

BMW X5 ⇈

'16	'17	'18	**'19**	'20	'21	'22	'23
⌄	⌄	⌄	⌄	Ⅰ	Ⅰ	⌃	⇈
⇈	⇊	⇊	⇊	⌃	Ⅰ	⇈	⇈
⇈	⇊	Ⅰ	⌃	⌃	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	Ⅰ	⌃	⇈	⇈	⇈	⇈
⇊	⌃	⇊	Ⅰ	⌃	⇈	⇈	⇈
⌄	⇈	⇊	Ⅰ	Ⅰ	⌃	Ⅰ	⇈
⌃	⇊	⇈	⇈	⇈	⇈	⇈	⇈
⌃	⌄	⇈	⇊	⌃	⇈	⇈	⇈
⇈	⌃	⌃	Ⅰ	⇈	⌄	⇈	⇈
⌄	⇊	⌄	⌄	⌃	⌃	⇈	⇈
⇊	⌄	⌄	⇈	⌄	⇈	⇈	⇈
⇈	Ⅰ	Ⅰ	⇊	Ⅰ	Ⅰ	⌃	⇈

BMW X5 Plug-in Hybrid Ⅰ

'16	'17	'18	'19	'20	**'21**	'22	'23
*	*	*			⇈	⌄	⌄
*	*	*			⇈	⇈	⇈
*	*	*			⇈	⇈	⇈
*	*	*			⇈	⇈	⇈
*	*	*			⇈	⇈	⇈
*	*	*			⇈	⇈	⇈
*	*	*			⇈	⇈	⇈
*	*	*			⇈	⇈	⇈
*	*	*			⇈	⇊	⇈
*	*	*			⇈	⌃	⇊
*	*	*			⇈	⇈	⇊
*	*	*			⇈	⇈	⇈
*	*	*			⇈	Ⅰ	⇈
*	*	*			⇈	⇈	⇈
*	*	*			⇈	⇊	⇈
*	*	*			⇈	⇈	⇈
*	*	*			⇈	⌃	⇈

Buick Enclave Ⅰ

'16	'17	**'18**	'19	'20	'21	'22	'23
⌄	Ⅰ	⌄	⌃	Ⅰ	Ⅰ	⌄	⌃
⌃	⇈	⇈	⌃	⌄	⇈	⇈	⇈
⌃	⇈	⇈	⌃	⇈	⇈	Ⅰ	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇊	⇊	⌄	⇈	⇈	⇈	⇈	⇈
⌄	⇈	⇊	⌃	⇈	⌃	⇈	⇈
⇊	⇈	⇈	⇈	⇈	⇈	⌄	⇈
⌄	⌄	⌄	⌃	⌄	⌃	⌄	⌃
⇊	⌃	⌃	⇈	Ⅰ	⇈	⇈	⇈
⌃	⇈	⇈	⇈	⌃	⇈	⇈	⇈
⇊	⌄	⇊	Ⅰ	Ⅰ	⌃	⌄	⇈
⇊	⇊	⇊	⇈	⌄	⌃	⇈	⇈
⇊	⇊	⇊	⌃	⇈	⇊	⇈	⌃
Ⅰ	⇈	⌃	Ⅰ	⇈	⌃	Ⅰ	⌃

Buick Encore

'16	'17	'18	'19	'20	'21	'22	'23
⌄	⇊	Ⅰ	Ⅰ	⌃	*	*	
⇈	⇊	⇈	⇈	⇈	*	*	
⇊	⇊	⌄	⌄	⇈	*	*	
Ⅰ	⇈	⇈	⇈	⇈	*	*	
⇊	⇈	⇈	⇈	⇈	*	*	
Ⅰ	Ⅰ	⇈	⇈	⇈	*	*	
⇈	⇈	⇈	⌄	⇈	*	*	
⌃	⇊	⇊	Ⅰ	Ⅰ	*	*	
⇊	⇊	⇊	⇈	⇈	*	*	
⇈	⇊	⌄	⌄	⇈	*	*	
Ⅰ	⇊	⌃	⇈	⇈	*	*	
⇊	⇈	⌃	⇈	⇈	*	*	
⇊	⌃	⇈	⇈	⇈	*	*	
⇈	⌄	⇈	⇈	⇈	*	*	

Buick Encore GX Ⅰ

'16	'17	'18	'19	**'20**	'21	'22	'23
				⇊	⌄	⌄	⌄
				Ⅰ	⇈	⇈	⇈
				Ⅰ	⇈	⇈	⇈
				⇈	⇈	⇈	⇈
				⇈	⇈	⇈	⇈
				⇊	⌃	⇈	⇈
				⇊	⇈	⇈	⇈
				⇊	⇊	⇊	Ⅰ
				⇊	⇊	⇈	⇈
				Ⅰ	⇈	⇈	⇈
				⇊	⇊	⇊	⇊
				⇈	⇈	⇊	⇈
				⇊	⇈	⇈	⇈
				⇊	⇈	⌄	⇈

Buick Envision Ⅰ

'16	'17	'18	'19	'20	**'21**	'22	'23
*	⌃	*	⌃	⌃	⌄	⌃	⌄
*	⌃	*	⇈	⇈	⌄	⇈	⇈
*	⇈	*	⇈	⇈	⌃	⇈	⇈
*	⇈	*	⇈	⇈	⇈	⇈	⇈
*	⇈	*	⇈	⇈	⇈	⇈	⇈
*	⇈	*	⇈	⇈	⇈	⇈	⇈
*	⇈	*	⇊	⇈	⇈	Ⅰ	⇈
*	⌄	*	⇈	Ⅰ	Ⅰ	⇈	⇊
*	⇈	*	⇈	⇈	⌄	⇈	⇈
*	⇈	*	⇈	⇈	⌃	⇈	⇈
*	⌄	*	⌃	⌄	⌄	⇈	⇈
*	⇈	*	⌃	⇈	⌃	⇈	⇈
*	⇊	*	⇈	⌃	⇊	⇈	⇈
*	⇈	*	Ⅰ	⌃	⌃	Ⅰ	⌃

Cadillac XT5 Ⅰ

'16	**'17**	'18	'19	'20	'21	'22	'23
	⌄	Ⅰ	⌃	Ⅰ	Ⅰ	Ⅰ	⇈
	⌃	Ⅰ	⇈	⇈	⇈	⇈	⇈
	⌄	⌃	⇈	⇊	⇈	⇈	⇈
	⌃	⌃	⇈	⇈	⇈	⇈	⇈
	Ⅰ	⇈	⇈	⇈	⇈	Ⅰ	⇈
	Ⅰ	⇈	⇈	Ⅰ	⇈	Ⅰ	⇈
	⌃	⇈	⇈	⇈	⇈	⇈	⇈
	⌄	⌄	⌄	⇊	⇈	Ⅰ	⇈
	Ⅰ	⇈	⇈	⇈	⌄	⇈	⇈
	⌃	⌃	⇈	Ⅰ	⇈	⇈	⇈
	⇊	⌄	⌄	⇈	⇈	⇈	⇈
	⌃	⇈	⇈	⇈	⇈	⇈	⇈
	⇈	⌃	⇈	⇈	⇊	⇈	⇈
	⌃	⌄	⇈	⌄	⌃	Ⅰ	⇈

Chevrolet Blazer ⌄

'16	'17	'18	**'19**	'20	'21	'22	'23
			⌄	⌃	⌄	Ⅰ	⇊
			⇈	⇈	⇈	⇈	⇈
			⌄	⇈	⇈	⌄	⇈
			⇈	⇈	⇈	⇈	⇈
			⌄	⇈	⇈	⇈	Ⅰ
			⇈	⌄	Ⅰ	⇊	Ⅰ
			⌄	⇈	⇈	⇈	⇈
			⇊	⇈	⌃	⌄	Ⅰ
			Ⅰ	⇈	⇊	⇈	⇈
			⇈	⇈	⇈	⇈	⇈
			⌄	⌄	⌄	⇈	⌄
			⌄	⇈	⌄	⇈	⇈
			⇈	⌄	⌄	⇈	Ⅰ
			⌄	⌃	⌃	⌃	⇈

Chevrolet Bolt ⌄

'16	**'17**	'18	'19	'20	'21	'22	'23
	Ⅰ	⌄	⇊	⇊	⇊	⇊	⇈
	⇈	⇈	⇊	⇈	⇈	⇈	⇈
	⇈	⇊	⇈	⇈	⇈	⇈	⇈
	⇊	⇊	⇊	⇊	⇊	⇊	⇈
	⇈	⌄	⇊	⇈	⌄	⇈	⇈
	⌃	⇈	Ⅰ	⇈	⇈	Ⅰ	⇈
	⇈	⇈	⌄	⇈	⇊	⇈	⇈
	⇊	⇈	⇊	⇈	⇈	⇈	⇈
	Ⅰ	⇈	⇊	⇈	⇈	⇈	⇈
	⌄	Ⅰ	⌄	⌃	⇈	⇈	⌃

Chevrolet Colorado ⌄

'16	'17	'18	'19	'20	'21	'22	**'23**
Ⅰ	⌄	⌄	⌄	⌄	Ⅰ	⌄	*
⇈	⇈	⇈	⌃	⌃	⌄	⇈	*
⇈	⌃	⌃	Ⅰ	⇈	⇈	⌃	*
⇈	⇈	⇈	⇈	⌃	⇈	⇈	*
Ⅰ	⇊	⇊	⇊	⇊	⌄	⇈	*
⇊	⇊	⇊	⇊	⇊	⇈	⇊	*
⇊	⇊	⇈	⌃	⇊	⇈	Ⅰ	*
⌃	⌄	⇊	⌄	⇈	⇈	Ⅰ	*
Ⅰ	⇊	⇊	⌄	⇈	⇈	⇈	*
⇈	⌃	⇈	⇈	⇈	⇈	⌃	*
⌃	Ⅰ	⌃	⌃	Ⅰ	⌃	⇈	*
Ⅰ	Ⅰ	⌃	⇈	⌃	⇈	⇈	*
⌃	Ⅰ	⌄	⇈	⇈	Ⅰ	⌃	*
⇊	⇈	⌄	⇊	⇊	⌃	⌄	*

Chevrolet Corvette Ⅰ

'16	'17	'18	'19	**'20**	'21	'22	'23
Ⅰ	⌄	*	Ⅰ	*	⇈	⌄	⌄
⇊	⌃	*	⌃	*	⇈	⇈	⇈
⇈	⌃	*	⇈	*	⇈	⇈	⇈
⇈	⇈	*	⇈	*	⇈	⇈	⇈
⇊	⇊	*	⌃	*	⇈	⇊	⇊
⌃	⇈	*	⇈	*	⌃	⌃	⇈
⇈	⇊	*	⇈	*	⇈	⇈	⇈
⇈	⇈	*	⇊	*	⇈	⌃	⌃
⇈	⌃	*	⇈	*	⇈	⇈	⇈
⇈	⇈	*	⌃	*	⌃	⌃	⇈
⇈	⇈	*	⇈	*	⇈	⇈	⇈
⇈	Ⅰ	*	⌄	*	⇈	⇈	⇈
⇈	⇈	*	⇈	*	⇈	⇈	⇈
⇈	⇈	*	⇈	*	⇈	⌃	⌄

Chevrolet Cruze

'16	'17	'18	'19	'20	'21	'22	'23
Ⅰ	⌃	⌃	*				
⇈	⌃	Ⅰ	*				
⌄	⌄	⇈	*				
⇈	⇈	⇈	*				
⇈	⌃	Ⅰ	*				
⌄	⇈	⇈	*				
⇈	⇈	⇈	*				
⌄	⇈	⇈	*				
Ⅰ	⌃	⇈	*				
⇈	⇈	⇈	*				
⌃	Ⅰ	⌄	*				
⇈	⇈	⇈	*				
⇊	Ⅰ	⌃	*				
⇊	⌃	⇈	*				

Chevrolet Equinox Ⅰ

'16	'17	**'18**	'19	'20	'21	'22	'23
⌄	⌄	⌃	⌃	⌃	Ⅰ	Ⅰ	⌃
Ⅰ	⇊	⇈	⌃	⇈	⇈	⇈	⇈
⇊	⇊	⇈	⇈	⇈	Ⅰ	⇈	⇈
⌃	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Ⅰ	Ⅰ	⇈	⇈	⇈	⇈	⌃	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Ⅰ	⇊	⇈	⇈	⇈	Ⅰ	⇈	⇈
⌃	⌄	⌃	Ⅰ	⌃	Ⅰ	Ⅰ	⇈
⌄	⌄	⌃	⇈	⌃	⌃	⌄	⌃
⌄	⌃	⇈	⇈	⇈	⇈	⇈	⇈
Ⅰ	⌃	Ⅰ	⇈	⇈	⇈	⇈	⇈
⌄	⇊	⇈	⌃	⇈	⌃	⇈	⇈
⇊	⌃	⌃	⌃	⌃	⇈	⇈	⇈
Ⅰ	⌃	⌃	⌃	⇈	⇈	Ⅰ	Ⅰ

Chevrolet Impala

'16	'17	'18	'19	'20	'21	'22	'23
Ⅰ	Ⅰ	⌄	⌄	*			
⇈	⇈	⇈	⇈	*			
⇈	⇈	⇈	⇈	*			
⇈	⇈	⇈	⇈	*			
⇈	⇊	⌃	Ⅰ	*			
⇈	⌃	⇈	⇈	*			
⌄	⇈	⇊	⇈	*			
⌃	⌄	⇊	⇊	*			
⇈	⇈	Ⅰ	⇊	*			
⇈	⇈	⇈	⇈	*			
⇊	Ⅰ	⇊	⇊	*			
⌄	Ⅰ	⌄	⇈	*			
⌃	Ⅰ	Ⅰ	⇈	*			
⇈	⌃	Ⅰ	⇈	*			

Chevrolet Malibu Ⅰ

'16	'17	'18	'19	'20	'21	'22	'23
⌄	⌄	⌄	*	*	*	*	*
⌄	⇈	⌄	*	*	*	*	*
⇊	Ⅰ	⌄	*	*	*	*	*
⇈	⇈	⌃	*	*	*	*	*
⇊	⇊	⇊	*	*	*	*	*
Ⅰ	⇊	⇊	*	*	*	*	*
⇊	⇊	⇈	*	*	*	*	*
⇊	⇊	⇈	*	*	*	*	*
⇊	⇈	⇊	*	*	*	*	*
⌄	⇈	⇈	*	*	*	*	*
⇈	Ⅰ	Ⅰ	*	*	*	*	*
⌃	⌄	⇊	*	*	*	*	*
⌃	⌃	⇊	*	*	*	*	*
⇊	⇊	⇈	*	*	*	*	*

Chevrolet Silverado 1500 ⌄

'16	'17	'18	**'19**	'20	'21	'22	'23
⌄	⌄	⌄	⌄	Ⅰ	⌄	⌄	⌄
⌃	Ⅰ	⌄	⌄	⌃	⇊	⌄	⌃
⌃	⌃	Ⅰ	Ⅰ	⇈	⌃	⌃	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇊	⇊	⇊	⇊	Ⅰ	⌃	⇈	⇈
⇊	⇊	⇊	⇊	⌃	⇈	⌃	⇈
⌃	⌄	⌄	⇈	⌃	⇈	⌃	⌃
⌃	⌄	⇊	⌄	⌃	⌃	Ⅰ	⌃
⇈	⇊	⇈	Ⅰ	⌄	⌄	⇈	⌄
⇈	⌃	⌄	⌃	⇈	⇈	⇈	⌃
⇊	⌄	⌄	⌃	Ⅰ	⇈	⇈	⌃
⌃	Ⅰ	Ⅰ	⇈	⌃	⌃	⌃	⌃
Ⅰ	⌄	⇈	⇊	⌃	⌃	⇈	⇈
⌄	⌄	⌄	⌄	Ⅰ	⌃	Ⅰ	⌄

Chevrolet Silverado 2500HD Ⅰ

'16	'17	'18	'19	**'20**	'21	'22	'23
⌃	⌄	⌃	⌃	Ⅰ	Ⅰ	⌃	*
⇈	Ⅰ	Ⅰ	⇈	⇈	⇈	⇈	*
⇈	⇊	⇈	⇈	⇈	⇈	⇈	*
⇈	⇊	⇈	⇈	⇈	⇈	⇈	*
⇊	⇊	⇈	⇈	⇈	⇈	⇈	*
⇈	⇈	⇈	⇈	⇈	⇈	⌃	*
⌃	⇈	Ⅰ	⇈	⇈	Ⅰ	Ⅰ	*
⇈	⌃	⇈	Ⅰ	⇊	⇊	⇈	*
⌄	⇊	⇈	Ⅰ	⇊	Ⅰ	⇈	*
⇈	Ⅰ	Ⅰ	⇈	⇈	⇈	⇈	*
⇈	⌃	⇈	⇈	⇈	Ⅰ	⇈	*
⇈	⇈	⇊	⇈	Ⅰ	⇈	⇈	*
Ⅰ	⇈	⇈	⇈	Ⅰ	⇈	⌃	*
⇈	Ⅰ	Ⅰ	⌃	⌃	Ⅰ	⇈	*

Chevrolet Suburban ⌄

'16	'17	'18	'19	'20	**'21**	'22	'23
⌄	⌄	⌄	Ⅰ	⌃	⇊	*	⇊
⌃	⇊	⌃	⇈	⇈	⇊	*	⇈
⇈	⌄	⇈	⇈	⇈	⌄	*	⌄
⇈	⇈	⇈	Ⅰ	⌃	⇈	*	⇈
⇊	⇊	⌄	⌃	⇈	⇈	*	⇈
⇈	⌄	⌄	⇈	⇈	⇈	*	⇈
⇊	⌃	⇊	⇈	⇈	Ⅰ	*	⇈
⇊	⇊	⇊	⇊	⇊	⇊	*	⇊
⇈	⌃	⇈	⇈	⇈	⇈	*	⇈
⇈	⌄	⌃	⌃	⇈	⌃	*	⌄
⇊	⇊	⌃	⇈	⇈	⇈	*	⌄
Ⅰ	Ⅰ	⇊	⌄	⇈	⇊	*	⇈
⌄	Ⅰ	⇈	⌃	⇈	⌃	*	⇈
⇊	⇊	⇈	⌃	⌃	⌃	*	Ⅰ

⇊ ⌄ Ⅰ ⌃ ⇈

WORSE ⊢—⊣ BETTER

New Model Prediction ▶	Chevrolet Tahoe ↓							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	⇊	⇊	↓	I	↑	⇊	↓	↓
Engine, Major	⇈	⇊	↓	⇈	⇈	⇊	⇈	⇈
Engine, Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	⇊	⇊	↑	↑	⇈	↑	⇈	⇈
Transmission, Minor	↓	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	⇊	I	⇊	⇈	⇈	↑	⇈	↓
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↓	⇊	↓	I	⇊	↓	I	↑
Fuel System	I	↑	↑	↑	⇈	⇊	⇊	⇈
Electrical	⇈	↑	⇈	⇈	⇈	⇈	↑	⇈
Climate System	⇊	⇊	⇊	⇊	⇈	I	⇈	⇈
Suspension	⇊	⇈	⇊	I	⇈	I	⇈	⇈
Brakes	⇊	⇊	⇊	↑	⇈	⇈	⇊	⇈
In-Car Electronics	⇊	I	I	⇊	⇈	↑	⇊	↑

New Model Prediction ▶	Chevrolet Trailblazer I							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability						I	*	⇈
Engine, Major						I	*	⇈
Engine, Minor						⇈	*	⇈
Engine, Cooling						⇈	*	⇈
Transmission, Major						⇈	*	⇈
Transmission, Minor						⇈	*	⇈
Drive System						⇈	*	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality						⇈	*	⇈
Fuel System						⇈	*	⇈
Electrical						⇈	*	⇈
Climate System						⇈	*	⇈
Suspension						⇈	*	⇈
Brakes						⇊	*	⇈
In-Car Electronics						⇈	*	I

New Model Prediction ▶	Chevrolet Traverse ↓							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	I	⇊	↓	I	↓	↓	↓
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇊	⇈	⇈
Engine, Minor	↓	⇈	↓	⇈	⇈	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	⇊	↓	⇊	I	↑	⇈	⇈	⇈
Transmission, Minor	⇈	↑	⇊	⇊	I	⇈	I	↑
Drive System	↓	↑	⇊	⇈	⇈	↑	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↑	I	⇊	I	↓	↑	↑	↑
Fuel System	⇊	↑	↓	⇊	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	↑	⇈	⇊	⇈	⇈
Climate System	⇊	⇊	↓	I	I	↑	⇊	⇈
Suspension	⇊	⇊	I	↑	↑	↑	⇈	↑
Brakes	⇊	↓	↓	I	⇈	⇊	⇊	⇊
In-Car Electronics	⇈	I	I	⇈	⇈	⇈	⇈	⇈

New Model Prediction ▶	Chevrolet Trax I							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	↓	*	⇈	*	*	
Engine, Major	*	*	⇊	*	⇈	*	*	
Engine, Minor	*	*	⇈	*	⇈	*	*	
Engine, Cooling	*	*	⇈	*	⇈	*	*	
Transmission, Major	*	*	⇈	*	⇈	*	*	
Transmission, Minor	*	*	⇈	*	⇈	*	*	
Drive System	*	*	⇊	*	⇈	*	*	
Electric Motor								
EV Battery								
EV Charging								
Build Quality	*	*	⇊	*	⇈	*	*	
Fuel System	*	*	⇈	*	⇈	*	*	
Electrical	*	*	⇈	*	⇈	*	*	
Climate System	*	*	⇊	*	⇊	*	*	
Suspension	*	*	⇊	*	⇈	*	*	
Brakes	*	*	I	*	⇈	*	*	
In-Car Electronics	*	*	⇊	*	⇈	*	*	

New Model Prediction ▶	Chevrolet Volt							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	↓	↓	I				
Engine, Major	*	⇈	I	⇈				
Engine, Minor	*	I	I	⇈				
Engine, Cooling	*	⇈	⇈	⇈				
Transmission, Major	*	⇈	⇈	⇈				
Transmission, Minor	*	I	⇊	⇊				
Drive System	*	I	I	⇈				
Electric Motor	*	⇊	I	⇈				
EV Battery	*	⇊	⇊	⇈				
EV Charging	*	I	⇊	I				
Build Quality	*	⇊	I	⇈				
Fuel System	*	⇊	⇊	⇊				
Electrical	*	⇈	I	⇈				
Climate System	*	⇈	⇈	↓				
Suspension	*	⇈	↓	⇈				
Brakes	*	↑	⇈	↓				
In-Car Electronics	*	↓	⇊	↑				

New Model Prediction ▶	Chrysler Pacifica I							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability		↓	↓	↓	↓	I	⇈	↓
Engine, Major		⇊	⇊	I	⇈	⇈	⇈	⇈
Engine, Minor		↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Cooling		⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major		⇊	⇊	↑	↑	I	⇈	⇈
Transmission, Minor		⇊	↓	↓	I	⇈	⇈	⇈
Drive System		↓	↓	↑	↑	I	⇈	⇊
Electric Motor								
EV Battery								
EV Charging								
Build Quality		⇊	⇊	⇊	⇊	↑	⇈	I
Fuel System		↓	↑	⇈	↑	⇈	⇈	⇈
Electrical		↑	⇊	⇈	⇈	I	⇈	⇈
Climate System		⇊	⇊	⇊	↑	⇈	⇈	⇈
Suspension		⇊	⇈	I	↓	⇈	⇈	⇈
Brakes		↑	I	I	↓	I	⇈	⇈
In-Car Electronics		⇊	⇊	⇊	⇊	↓	⇊	⇊

New Model Prediction ▶	Chrysler Pacifica Hybrid ⇊							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability		*	⇊	*	*	⇊	⇊	*
Engine, Major		*	⇈	*	*	⇈	⇊	*
Engine, Minor		*	↓	*	*	I	I	*
Engine, Cooling		*	⇈	*	*	⇈	⇈	*
Transmission, Major		*	⇊	*	*	⇈	⇊	*
Transmission, Minor		*	⇈	*	*	⇈	I	*
Drive System		*	I	*	*	⇈	⇊	*
Electric Motor		*	⇊	*	*	⇊	⇊	*
EV Battery		*	⇊	*	*	⇊	⇊	*
EV Charging		*	⇊	*	*	⇊	⇈	*
Build Quality		*	⇊	*	*	↑	⇈	*
Fuel System		*	⇈	*	*	I	⇊	*
Electrical		*	↓	*	*	⇈	⇊	*
Climate System		*	↑	*	*	⇈	⇈	*
Suspension		*	⇈	*	*	⇈	⇈	*
Brakes		*	⇈	*	*	⇈	⇊	*
In-Car Electronics		*	⇊	*	*	⇊	⇊	*

New Model Prediction ▶	Dodge Grand Caravan							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	⇊	↓	⇊	↓	*			
Engine, Major	⇊	↑	I	↑	*			
Engine, Minor	⇊	⇊	⇈	⇈	*			
Engine, Cooling	⇈	⇈	⇈	⇈	*			
Transmission, Major	⇊	↑	⇊	⇈	*			
Transmission, Minor	I	⇊	⇊	⇈	*			
Drive System	I	⇊	⇈	⇊	*			
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇊	⇊	⇊	⇊	*			
Fuel System	I	⇈	⇊	⇈	*			
Electrical	I	⇈	⇊	⇈	*			
Climate System	⇊	⇊	⇊	⇊	*			
Suspension	I	⇊	⇈	⇊	*			
Brakes	⇊	I	⇊	⇊	*			
In-Car Electronics	I	⇈	⇈	⇈	*			

New Model Prediction ▶	Ford Bronco ↓							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability						*	↓	↓
Engine, Major						*	⇊	⇈
Engine, Minor						*	⇈	⇈
Engine, Cooling						*	⇈	⇈
Transmission, Major						*	↑	⇈
Transmission, Minor						*	⇈	I
Drive System						*	↓	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality						*	I	↓
Fuel System						*	⇈	⇈
Electrical						*	⇈	⇈
Climate System						*	⇈	⇈
Suspension						*	⇈	⇈
Brakes						*	↓	⇈
In-Car Electronics						*	↓	↓

New Model Prediction ▶	Ford Bronco Sport ↓							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability						↓	↓	↓
Engine, Major						I	↓	⇈
Engine, Minor						⇈	⇈	⇈
Engine, Cooling						⇈	⇈	⇈
Transmission, Major						⇈	⇈	⇈
Transmission, Minor						I	⇈	⇈
Drive System						⇈	⇈	I
Electric Motor								
EV Battery								
EV Charging								
Build Quality						↑	I	↑
Fuel System						⇊	⇊	⇈
Electrical						⇈	I	⇈
Climate System						I	⇊	⇈
Suspension						I	⇈	I
Brakes						⇊	⇊	⇈
In-Car Electronics						⇈	⇈	⇈

New Model Prediction ▶	Ford C-Max							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↑	I	*					
Engine, Major	⇈	⇈	*					
Engine, Minor	⇈	⇈	*					
Engine, Cooling	⇈	⇈	*					
Transmission, Major	⇈	⇈	*					
Transmission, Minor	⇈	⇈	*					
Drive System	⇈	↑	*					
Electric Motor	⇈	⇈	*					
EV Battery	↑	↑	*					
EV Charging								
Build Quality	↑	⇈	*					
Fuel System	⇈	⇈	*					
Electrical	⇈	⇈	*					
Climate System	↑	⇈	*					
Suspension	↑	⇊	*					
Brakes	↑	⇊	*					
In-Car Electronics	⇊	↑	*					

New Model Prediction ▶	Ford Edge ↑							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	↓	↑	I	↑	↑
Engine, Major	⇊	⇊	⇊	I	⇈	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Engine, Cooling	⇈	↑	⇈	↑	⇈	⇈	⇈	⇈
Transmission, Major	⇊	I	⇊	⇊	↑	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈	I	⇈	↓	⇈	⇈
Drive System	↑	↑	↓	↑	⇈	↑	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	I	↓	↓	I	↑	↑	↑	↑
Fuel System	↑	I	⇈	I	↑	⇈	⇈	⇈
Electrical	I	↓	↑	⇈	⇈	↑	⇈	⇈
Climate System	↑	⇈	↑	↑	↑	I	⇈	⇈
Suspension	I	⇈	↑	⇈	⇈	⇈	⇈	⇈
Brakes	⇊	I	⇈	↑	⇈	↑	⇈	⇈
In-Car Electronics	I	↑	↑	↑	↑	↓	I	⇊

New Model Prediction ▶	Ford Escape ↓							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	↓	↓	⇊	↓	*
Engine, Major	I	⇊	⇊	⇊	⇈	↓	⇈	*
Engine, Minor	⇈	⇈	⇈	⇈	↑	⇈	⇈	*
Engine, Cooling	⇈	⇈	↑	⇈	⇈	⇈	⇈	*
Transmission, Major	⇊	↓	⇊	⇊	↓	↓	⇈	*
Transmission, Minor	I	↑	↑	⇈	I	⇊	↑	*
Drive System	I	↓	⇊	↓	⇈	↓	↑	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↑	⇊	I	↑	⇊	⇊	↑	*
Fuel System	I	↑	↑	⇈	⇊	⇊	I	*
Electrical	↑	⇊	↓	⇈	↑	⇈	⇈	*
Climate System	↑	⇈	⇈	⇈	I	↓	↓	*
Suspension	I	I	↓	I	⇈	⇈	↓	*
Brakes	↓	↓	I	⇊	↓	⇊	↓	*
In-Car Electronics	↓	I	↑	↑	↓	I	⇊	*

New Model Prediction ▶	Ford Escape Hybrid I							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability					⇊	I	↓	*
Engine, Major					↑	⇈	I	*
Engine, Minor					↑	⇈	⇈	*
Engine, Cooling					⇈	⇈	I	*
Transmission, Major					⇈	I	⇈	*
Transmission, Minor					I	⇈	⇈	*
Drive System					I	⇈	⇈	*
Electric Motor					⇈	⇈	⇈	*
EV Battery					⇊	⇈	⇈	*
EV Charging								
Build Quality					⇊	I	↓	*
Fuel System					↑	⇈	⇈	*
Electrical					↑	⇈	⇊	*
Climate System					↑	↓	⇈	*
Suspension					↑	⇈	⇈	*
Brakes					⇈	I	⇊	*
In-Car Electronics					⇊	⇊	I	*

New Model Prediction ▶	Ford Expedition I							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	⇊	⇊	⇊	↓	↓	I	*
Engine, Major	↑	⇊	⇊	⇊	⇈	⇈	⇈	*
Engine, Minor	⇈	↓	⇈	↑	↑	⇈	⇈	*
Engine, Cooling	I	⇈	↑	⇈	⇈	⇈	⇈	*
Transmission, Major	I	↑	⇊	⇊	⇊	⇊	⇈	*
Transmission, Minor	⇊	⇊	↑	⇊	⇊	⇊	↓	*
Drive System	⇈	I	⇈	⇊	⇈	I	⇈	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇊	⇊	⇊	⇊	I	I	I	*
Fuel System	↑	⇊	↑	⇈	⇈	⇊	⇈	*
Electrical	⇊	I	⇊	⇈	⇈	⇈	⇈	*
Climate System	⇊	⇊	⇊	⇊	⇊	I	↓	*
Suspension	↑	⇊	⇊	⇊	⇈	I	⇈	*
Brakes	↓	⇊	↑	I	⇈	⇈	⇈	*
In-Car Electronics	↓	↓	↑	↓	⇈	I	⇊	*

Ford Explorer ↓

'16	'17	'18	'19	**'20**	'21	'22	'23
⇊	↓	↓	↓	⇊	↓	↓	↓
↓	○	⇈	⇈	⇈	⇈	○	⇈
⇊	○	⇈	↑	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
↓	○	⇊	↓	⇊	↓	↑	⇈
↑	↑	⇈	↑	⇊	⇈	⇊	⇈
⇊	↑	↑	⇈	⇊	⇈	⇈	⇈
⇊	⇊	⇊	⇊	⇊	⇊	⇊	⇊
↑	○	⇈	⇊	⇈	⇈	⇈	⇈
⇊	↑	⇈	↑	⇈	⇈	↓	⇈
⇊	○	↓	○	⇊	⇊	↑	⇈
⇊	↓	↑	○	○	⇈	↑	⇈
○	↓	○	○	↑	⇈	⇈	⇈
○	↑	⇊	↓	⇊	○	⇈	↑

Ford F-150 ↓

'16	'17	'18	'19	'20	**'21**	'22	'23
↓	↓	↓	↓	↓	↓	↓	○
○	⇊	⇊	⇊	↑	⇈	⇈	⇈
○	↓	↓	↑	⇈	↑	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
○	⇊	⇊	⇊	↑	↑	⇈	⇈
⇈	○	↓	⇊	○	○	○	⇈
↓	⇊	⇊	↓	○	○	↓	⇈
○	⇊	⇊	↓	⇊	○	○	↑
○	↑	↑	⇈	⇈	⇈	⇈	⇈
○	↑	○	○	⇈	⇈	⇈	⇈
↑	↑	↑	↑	⇈	↑	⇊	↓
↑	↓	↓	⇈	↓	⇈	⇈	⇈
↓	○	○	↑	⇈	↑	↓	⇈
○	↓	○	↓	↑	↓	↓	↑

Ford F-150 Hybrid ⇊

'16	'17	'18	'19	'20	**'21**	'22	'23
					⇊	⇊	↓
					↑	⇈	⇈
					↑	↑	⇈
					↑	⇈	⇈
					↓	↓	⇈
					⇊	⇊	⇈
					⇊	⇊	⇈
					⇈	⇈	⇈
					⇈	⇊	⇊
					⇊	⇊	⇈
					○	↑	⇈
					⇊	⇈	⇈
					⇈	⇊	↑
					⇈	⇈	⇈
					↑	⇈	⇈
					○	↓	⇈

Ford F-250 ↓

'16	**'17**	'18	'19	'20	'21	'22	**'23**
↓	↓	↓	⇊	↓	⇊	○	*
⇈	⇈	⇈	↑	⇈	⇊	⇈	*
⇈	⇊	○	↓	⇈	⇈	⇈	*
⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
○	⇊	⇈	↑	⇈	↓	⇈	*
⇈	↓	⇈	⇈	⇊	↓	⇈	*
↓	⇊	○	⇊	⇊	⇊	⇈	*
○	⇊	⇊	⇊	↓	○	○	*
⇊	⇊	⇈	↓	⇈	⇈	○	*
⇊	⇈	⇈	↑	⇈	⇈	⇈	*
↑	⇈	⇈	↓	⇊	↓	⇈	*
⇊	⇊	⇊	⇊	⇊	⇈	⇈	*
↓	⇈	⇈	○	○	⇈	↓	*
⇊	⇊	↓	⇊	⇈	○	⇈	*

Ford Focus

'16	'17	'18	'19	'20	'21	'22	'23
↓	↓	↓					
↑	⇊	⇊					
⇊	↓	⇊					
○	⇈	○					
⇊	⇊	⇊					
⇊	⇊	⇈					
⇈	⇈	⇈					
↓	○	⇊					
○	○	⇊					
○	↓	⇊					
⇈	↓	↑					
↓	⇈	○					
○	↑	↑					
⇈	⇈	↑					

Ford Fusion

'16	'17	'18	'19	'20	'21	'22	'23
↓	↓	↓	○	○			
↑	⇊	○	↑	⇈			
↑	↑	⇈	⇈	⇈			
⇈	↑	⇈	⇈	⇈			
○	⇊	⇊	↑	↓			
↑	○	○	⇈	⇈			
○	⇈	↑	⇈	⇈			
○	⇊	⇈	○	↑			
⇈	⇈	↑	⇈	⇈			
⇈	↑	⇈	↑	⇈			
○	⇈	⇈	⇈	↑			
↓	⇈	↑	⇈	↓			
⇊	↓	⇈	⇈	↓			
↓	○	○	↓	↑			

Ford Maverick ↑

'16	'17	'18	'19	'20	'21	**'22**	'23
						↑	↑
						⇈	⇈
						⇈	⇈
						⇈	⇈
						⇈	⇈
						⇈	⇈
						⇈	⇈
						↓	↑
						⇈	⇈
						⇈	⇈
						⇈	⇈
						⇈	⇈
						⇈	⇈
						○	○

Ford Mustang ○

'16	'17	'18	'19	'20	'21	'22	'23
↓	○	○	○	⇊	↑	*	*
⇊	⇈	↓	⇈	⇈	⇈	*	*
↑	⇈	⇈	⇈	⇈	⇈	*	*
⇈	⇈	⇈	⇈	⇈	⇈	*	*
⇈	⇈	⇊	↓	⇊	⇈	*	*
⇈	⇈	○	○	⇈	⇈	*	*
↑	⇈	⇈	↑	⇈	⇈	*	*
○	⇊	↑	○	⇊	⇈	*	*
⇊	⇊	⇈	⇈	↑	⇊	*	*
⇊	⇈	⇈	⇈	⇈	⇈	*	*
⇊	↓	⇊	⇈	⇈	⇈	*	*
⇊	⇈	↑	○	⇊	⇈	*	*
↑	⇈	⇈	⇈	⇊	⇈	*	*
↓	↑	↑	↓	↓	⇈	*	*

Ford Mustang Mach-E ○

'16	'17	'18	'19	**'20**	**'21**	'22	'23
					↓	↓	⇈
					⇈	↑	⇈
					↑	○	⇈
					↓	○	⇈
					↑	○	⇈
					○	○	⇈
					⇈	⇈	⇈
					⇈	⇈	⇈
					○	⇈	⇈
					⇊	↓	⇊

Ford Ranger ○

'16	'17	'18	**'19**	'20	'21	'22	'23
			↓	↓	↑	↓	↑
			↓	○	⇈	⇈	⇈
			⇈	⇈	⇈	↓	⇈
			⇈	⇈	⇈	⇈	⇈
			⇈	○	⇈	⇈	⇈
			⇊	⇊	↑	⇈	⇈
			○	⇊	↑	⇈	⇈
			↑	↑	⇈	⇊	⇈
			⇈	⇈	⇈	⇈	↓
			⇈	⇈	⇈	⇈	⇈
			⇊	⇈	⇈	⇈	⇈
			↓	○	⇈	⇈	⇈
			⇈	⇈	↑	↓	⇈
			○	↑	↑	↑	○

Genesis G70 ○

'16	'17	'18	**'19**	'20	'21	'22	'23
			○	*	*	↑	*
			⇈	*	*	⇈	*
			⇈	*	*	⇈	*
			⇈	*	*	⇈	*
			⇈	*	*	⇈	*
			⇈	*	*	⇈	*
			⇈	*	*	↓	*
			⇊	*	*	↑	*
			↓	*	*	⇈	*
			⇈	*	*	⇈	*
			↓	*	*	⇈	*
			⇈	*	*	⇈	*
			⇈	*	*	⇈	*
			⇊	*	*	⇈	*

Genesis G80 ○

'16	**'17**	'18	'19	'20	**'21**	'22	'23
	↓	↓	↑	*	*	*	*
	↑	⇈	⇈	*	*	*	*
	↓	⇈	⇈	*	*	*	*
	⇈	⇊	⇈	*	*	*	*
	⇊	↑	⇈	*	*	*	*
	⇊	⇈	⇈	*	*	*	*
	↑	⇈	⇈	*	*	*	*
	⇊	↓	⇈	*	*	*	*
	⇈	⇈	⇈	*	*	*	*
	⇈	⇈	⇈	*	*	*	*
	○	⇊	⇊	*	*	*	*
	○	⇊	⇈	*	*	*	*
	⇈	⇈	⇈	*	*	*	*
	○	⇊	⇊	*	*	*	*

Genesis GV70 ↓

'16	'17	'18	'19	'20	'21	**'22**	'23
						↓	↓
						↑	⇈
						⇈	⇈
						⇈	⇈
						↑	⇈
						○	⇈
						⇊	○
						○	↑
						⇊	⇈
						⇈	⇈
						○	↑
						↑	⇈
						⇈	⇈
						↑	○

Genesis GV80 ↓

'16	'17	'18	'19	'20	**'21**	'22	'23
					↓	↓	↓
					↓	⇈	↑
					⇈	⇈	⇈
					⇈	⇈	⇈
					↑	⇈	⇈
					⇈	⇈	⇈
					⇈	↓	⇈
					⇊	⇊	⇈
					⇈	⇈	⇈
					⇈	⇈	⇈
					↓	↓	↑
					○	↓	↓
					○	↓	⇊
					⇊	↑	○

GMC Acadia ○

'16	**'17**	'18	'19	'20	'21	'22	'23
↓	↓	⇊	↓	↓	↑	*	↑
⇈	⇈	↓	⇈	⇈	⇈	*	⇈
○	↑	↑	↑	○	⇈	*	⇈
⇈	↓	⇈	↓	⇈	⇈	*	⇈
↓	⇊	⇊	↓	⇈	⇈	*	⇈
⇈	↓	⇊	⇈	↓	⇈	*	↓
⇊	↑	⇊	○	⇈	⇈	*	⇈
○	⇊	↓	⇊	⇊	○	*	⇈
⇈	○	↑	⇈	⇈	↑	*	⇈
⇈	○	↓	⇈	○	⇈	*	⇈
⇊	⇊	⇊	↓	⇊	⇈	*	⇈
⇊	↓	⇊	⇊	⇈	⇈	*	⇈
⇊	↑	⇊	○	⇈	○	*	⇈
↓	⇊	⇊	↓	⇊	↓	*	↑

GMC Canyon ↓

'16	'17	'18	'19	'20	'21	'22	**'23**
○	↓	↓	↓	↓	○	↓	*
⇈	⇈	⇈	↑	↑	↓	⇈	*
⇈	↑	↑	○	⇈	⇈	↑	*
⇈	⇈	⇈	⇈	↑	⇈	⇈	*
○	⇊	⇊	⇊	⇊	↓	⇈	*
⇊	⇊	⇊	⇊	⇊	⇈	⇊	*
⇊	⇊	⇈	↑	⇊	⇈	○	*
↑	↓	⇊	↓	⇈	⇈	○	*
○	⇊	⇊	↓	⇈	⇈	⇈	*
⇈	↑	⇈	⇈	⇈	⇈	↑	*
↑	○	↑	↑	○	↑	⇈	*
○	○	↑	⇈	↑	⇈	⇈	*
↑	○	↓	⇈	⇈	○	↑	*
⇊	⇈	↓	⇊	⇊	↑	↓	*

GMC Sierra 1500 ↓

'16	'17	'18	**'19**	'20	'21	'22	'23
↓	↓	↓	↓	○	↓	↓	↓
↑	○	↓	↓	↑	⇊	↓	↑
↑	↑	○	○	⇈	↑	↑	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇊	⇊	⇊	⇊	○	↑	⇈	⇈
⇊	⇊	⇊	⇊	↑	⇈	↑	⇈
↑	↓	↓	⇈	↑	⇈	↑	↑
↑	↓	⇊	↓	↑	↑	○	↑
⇈	⇊	⇈	○	↓	↓	⇈	↓
⇈	↑	↓	↑	⇈	⇈	⇈	↑
⇊	↓	↓	↑	○	⇈	⇈	↑
↑	○	○	⇈	↑	↑	↑	↑
○	↓	⇈	⇊	↑	↑	⇈	⇈
↓	↓	↓	↓	○	↑	○	↓

GMC Terrain ○

'16	'17	**'18**	'19	'20	'21	'22	'23
↓	↓	↑	↑	↑	○	○	↑
○	⇊	⇈	↑	⇈	⇈	⇈	⇈
⇊	⇊	⇈	⇈	⇈	○	⇈	⇈
↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
○	○	⇈	⇈	⇈	⇈	↑	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
○	⇊	⇈	⇈	⇈	○	⇈	⇈
↑	↓	↑	○	↑	○	○	⇈
↓	↓	↑	⇈	↑	↑	↓	↑
↓	↑	⇈	⇈	⇈	⇈	⇈	⇈
○	↑	○	⇈	⇈	⇈	⇈	⇈
↓	⇊	⇈	↑	⇈	↑	⇈	⇈
⇊	↑	↑	↑	↑	⇈	⇈	⇈
○	↑	↑	↑	⇈	⇈	○	○

⇊ ↓ ○ ↑ ⇈

WORSE ├──┤ BETTER

New Model Prediction ▶

GMC Yukon ↓	'16	'17	'18	'19	'20	**'21**	'22	'23
Overall Reliability	⇊	⇊	↓	!	↑	⇊	↓	↓
Engine, Major	⇈	⇊	↓	⇈	⇈	⇊	⇈	⇈
Engine, Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	⇊	⇊	↑	↑	⇈	↑	⇈	⇈
Transmission, Minor	↓	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	⇊	!	⇊	⇈	⇈	↑	⇈	↓
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↓	⇊	↓	!	⇊	↓	!	↑
Fuel System	!	↑	↑	↑	⇈	⇊	⇊	⇈
Electrical	⇈	↑	⇈	⇈	⇈	⇈	↑	⇈
Climate System	⇊	⇊	⇊	⇊	⇈	!	⇈	⇈
Suspension	⇊	⇈	⇊	!	⇈	!	⇈	⇈
Brakes	⇊	⇊	⇊	↑	⇈	⇈	⇊	⇈
In-Car Electronics	⇊	!	!	⇊	⇈	↑	⇊	↑

GMC Yukon XL ↓	'16	'17	'18	'19	'20	**'21**	'22	'23
Overall Reliability	↓	↓	↓	!	↑	⇊	*	⇊
Engine, Major	↑	⇊	↑	⇈	⇈	⇊	*	⇈
Engine, Minor	⇈	↓	⇈	⇈	⇈	↓	*	↓
Engine, Cooling	⇈	⇈	⇈	!	↑	⇈	*	⇈
Transmission, Major	⇊	⇊	↓	↑	⇈	⇈	*	⇈
Transmission, Minor	⇈	↓	↓	⇈	⇈	⇈	*	⇈
Drive System	⇊	↑	⇊	⇈	⇈	!	*	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇊	⇊	⇊	⇊	⇊	⇊	*	⇊
Fuel System	⇈	↑	⇈	⇈	⇈	⇈	*	⇈
Electrical	⇈	↓	↑	↑	⇈	↑	*	↓
Climate System	⇊	⇊	↑	⇈	⇈	⇈	*	↓
Suspension	!	!	⇊	↓	⇈	⇊	*	⇈
Brakes	↓	!	⇈	↑	⇈	↑	*	⇈
In-Car Electronics	⇊	⇊	⇈	↑	↑	↑	*	!

Honda Accord !	'16	'17	**'18**	'19	'20	'21	'22	**'23**
Overall Reliability	↑	↑	!	!	↑	!	!	!
Engine, Major	⇈	⇈	⇈	!	⇈	⇈	⇈	⇈
Engine, Minor	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	⇈	⇈	!	↑	⇈	⇈	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↑	↓	!	↑	↑	!	⇊	⇈
Fuel System	⇈	⇈	⇈	⇈	↑	↑	⇈	⇈
Electrical	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇊
Climate System	↑	⇈	⇊	⇈	!	↑	↑	⇈
Suspension	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Brakes	↓	↑	↓	↓	⇊	⇊	↑	⇈
In-Car Electronics	↓	!	↑	↑	⇈	!	↓	⇈

Honda Accord Hybrid ↑	'16	'17	**'18**	'19	'20	'21	'22	**'23**
Overall Reliability		⇈	↓	!	!	!	⇈	↑
Engine, Major		⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Minor		⇈	!	⇈	⇈	⇈	⇈	⇈
Engine, Cooling		⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major		⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Minor		⇈	⇈	↑	⇈	⇈	⇈	⇈
Drive System		⇈	⇈	↑	⇈	⇈	⇈	⇈
Electric Motor		⇈	⇈	⇈	⇈	⇈	⇈	⇈
EV Battery		↑	↓	⇈	⇈	⇈	⇈	⇈
EV Charging								
Build Quality		⇈	⇊	!	↓	↑	⇈	⇈
Fuel System		⇈	↑	!	⇈	↓	⇈	⇈
Electrical		⇈	!	⇈	⇈	↑	⇈	⇈
Climate System		⇈	⇊	⇊	⇊	⇈	⇈	⇈
Suspension		⇈	⇈	⇈	⇈	⇈	!	⇈
Brakes		⇈	!	↑	⇈	↑	⇈	⇈
In-Car Electronics		⇊	↑	↑	!	!	!	⇊

Honda Civic !	**'16**	'17	'18	'19	'20	'21	**'22**	'23
Overall Reliability	↓	↓	↓	↓	!	↑	!	⇈
Engine, Major	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	⇈	⇈	↑	↓	⇈	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈
Drive System	⇈	↑	⇈	↑	!	⇈	↑	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↓	⇊	↓	!	↑	↑	!	⇈
Fuel System	⇈	↑	⇈	↑	⇈	⇈	↑	⇈
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate System	⇊	⇊	⇊	⇊	↓	⇊	↑	⇈
Suspension	↑	⇈	↑	↑	!	⇈	!	⇈
Brakes	!	!	!	⇈	↓	⇈	↑	⇈
In-Car Electronics	↓	↑	↑	↑	⇈	↑	↓	⇈

New Model Prediction ▶

Honda CR-V ↑	'16	**'17**	'18	'19	'20	'21	'22	**'23**
Overall Reliability	↑	!	!	↑	↑	↑	↑	↑
Engine, Major	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Minor	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↑	⇊	↓	↑	↑	⇈	!	⇈
Fuel System	⇈	↓	!	↑	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate System	↑	⇊	⇊	⇊	!	!	⇈	⇈
Suspension	↑	⇈	⇈	⇈	⇈	⇈	↑	⇈
Brakes	!	↑	⇈	⇈	⇈	⇈	⇈	⇈
In-Car Electronics	↑	⇊	↓	!	!	!	⇈	↑

Honda CR-V Hybrid !	'16	'17	'18	'19	**'20**	'21	'22	**'23**
Overall Reliability					↑	!	↑	!
Engine, Major					⇈	⇈	⇈	⇈
Engine, Minor					⇈	!	⇈	⇈
Engine, Cooling					⇈	⇈	⇈	⇈
Transmission, Major					⇈	⇈	⇈	⇈
Transmission, Minor					⇈	⇈	⇈	⇈
Drive System					↑	⇈	⇈	⇈
Electric Motor					⇈	⇈	⇈	⇈
EV Battery					⇈	⇈	⇈	⇈
EV Charging								
Build Quality					⇈	!	⇈	⇈
Fuel System					⇈	⇈	⇈	⇈
Electrical					⇈	↑	⇈	⇈
Climate System					!	!	↑	↑
Suspension					↑	⇈	⇈	⇈
Brakes					⇈	⇈	⇈	⇈
In-Car Electronics					!	↓	⇈	↑

Honda Fit	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↑	↑	↑	!	↑			
Engine, Major	↑	⇈	⇈	⇈	⇈			
Engine, Minor	⇈	⇈	⇈	⇈	⇈			
Engine, Cooling	⇈	⇈	⇈	⇈	⇈			
Transmission, Major	⇈	↑	⇈	!	⇈			
Transmission, Minor	⇈	⇈	⇈	⇈	⇈			
Drive System	⇈	⇈	⇈	⇈	⇈			
Electric Motor								
EV Battery								
EV Charging								
Build Quality	!	!	⇊	↓	⇈			
Fuel System	⇈	!	⇈	⇊	↓			
Electrical	⇈	⇈	⇈	⇈	⇈			
Climate System	↓	!	!	⇊	⇊			
Suspension	⇈	⇈	⇈	⇈	⇈			
Brakes	!	↑	!	⇈	⇈			
In-Car Electronics	↑	↑	↑	!	⇈			

Honda HR-V ⇈	**'16**	'17	'18	'19	'20	'21	'22	**'23**
Overall Reliability	↓	↑	⇈	↑	!	↑	↑	⇈
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈	⇈	↑	!	⇈	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Transmission, Major	⇊	↑	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Minor	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	↑	⇈	⇈	⇈	⇈	⇈	↑	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇊	⇊	↑	!	↑	⇈	!	⇈
Fuel System	⇈	⇈	↑	⇊	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	⇈	↓	⇈	⇈	⇈
Climate System	!	↓	⇈	↓	↓	⇊	⇈	⇈
Suspension	↑	⇈	⇈	⇈	⇈	⇈	⇈	↑
Brakes	!	↑	⇈	↑	⇈	⇈	⇈	⇈
In-Car Electronics	!	⇈	!	!	!	!	⇈	⇈

Honda Insight	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability				!	!	*	*	
Engine, Major				⇈	⇈	*	*	
Engine, Minor				⇈	⇈	*	*	
Engine, Cooling				⇈	⇈	*	*	
Transmission, Major				⇈	⇈	*	*	
Transmission, Minor				⇈	⇈	*	*	
Drive System				⇈	⇊	*	*	
Electric Motor				⇈	⇈	*	*	
EV Battery				⇈	⇈	*	*	
EV Charging								
Build Quality				↓	⇈	*	*	
Fuel System				⇈	⇈	*	*	
Electrical				⇈	⇈	*	*	
Climate System				⇊	⇊	*	*	
Suspension				⇈	⇈	*	*	
Brakes				⇈	⇈	*	*	
In-Car Electronics				!	↑	*	*	

New Model Prediction ▶

Honda Odyssey !	'16	'17	**'18**	'19	'20	'21	'22	'23
Overall Reliability	↓	↑	↓	↓	↓	!	↑	↓
Engine, Major	⇊	↑	↑	⇈	⇈	⇈	⇈	⇈
Engine, Minor	↓	⇈	⇈	⇈	↑	↑	⇈	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	!	↑	↑	⇈	↓	⇈	⇈	↑
Transmission, Minor	!	↑	!	!	⇈	⇈	⇈	⇈
Drive System	!	⇈	!	↑	⇈	⇈	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↓	!	⇊	⇊	⇊	⇊	↓	!
Fuel System	⇈	↑	⇊	↑	⇈	⇈	⇈	⇈
Electrical	⇊	↑	⇈	⇈	⇈	↑	⇈	⇈
Climate System	↑	⇈	↑	⇈	⇊	!	⇈	↑
Suspension	↑	!	⇊	↓	!	⇈	⇈	⇈
Brakes	!	!	!	↓	↑	!	⇈	⇈
In-Car Electronics	⇈	⇈	⇊	⇊	⇊	⇊	⇊	!

Honda Passport !	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability				!	!	↑	↓	↓
Engine, Major				⇈	⇈	⇈	⇈	⇈
Engine, Minor				⇈	⇈	⇈	⇈	⇈
Engine, Cooling				⇈	⇈	⇈	⇈	⇈
Transmission, Major				⇈	⇈	⇈	!	⇈
Transmission, Minor				⇈	⇈	⇈	⇈	⇈
Drive System				⇈	!	⇈	!	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality				⇊	!	⇈	↑	⇊
Fuel System				↓	↓	⇈	⇊	⇈
Electrical				⇈	⇈	↑	!	⇈
Climate System				⇊	⇈	↓	!	⇈
Suspension				⇈	⇈	↑	!	⇈
Brakes				!	⇊	↑	↓	⇈
In-Car Electronics				⇊	⇊	↑	⇊	⇈

Honda Pilot !	**'16**	'17	'18	'19	'20	'21	'22	**'23**
Overall Reliability	↓	↓	!	↓	↓	↑	!	!
Engine, Major	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Minor	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	!	⇊	↑	↓	!	⇈	⇈	⇈
Transmission, Minor	⇊	!	!	!	⇈	⇈	!	⇈
Drive System	↑	↑	↑	⇈	↑	⇈	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇊	⇊	↑	!	⇊	!	!	!
Fuel System	⇊	⇊	↑	↓	⇈	⇈	⇈	⇈
Electrical	↓	!	⇈	⇈	↑	!	⇈	⇈
Climate System	!	⇈	↓	!	⇈	!	⇈	⇈
Suspension	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Brakes	↓	!	↑	↑	↓	⇈	⇈	⇈
In-Car Electronics	!	↓	↑	⇊	⇊	↓	↑	↑

Honda Ridgeline !	'16	**'17**	'18	'19	'20	'21	'22	'23
Overall Reliability		↓	!	!	!	↑	↑	↓
Engine, Major		↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Minor		↑	⇈	↑	⇈	⇈	⇈	⇈
Engine, Cooling		⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major		⇊	⇊	↑	↑	⇈	⇈	⇈
Transmission, Minor		⇊	↓	↑	⇈	⇈	⇈	⇈
Drive System		⇈	⇈	↑	⇈	⇈	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality		⇊	↓	↑	!	!	↑	!
Fuel System		↓	⇊	↓	↑	⇈	!	⇈
Electrical		⇈	⇈	⇈	⇈	!	⇈	⇈
Climate System		↑	↑	↑	!	⇈	⇈	⇈
Suspension		⇈	⇈	↑	!	⇈	⇈	⇈
Brakes		↑	⇈	⇈	↑	⇈	⇈	⇈
In-Car Electronics		↑	↑	↑	↑	↑	↓	!

Hyundai Elantra ↑	'16	**'17**	'18	'19	'20	**'21**	'22	'23
Overall Reliability	!	↓	!	↑	!	!	!	⇈
Engine, Major	⇈	⇊	⇊	⇈	↑	⇈	↑	⇈
Engine, Minor	↑	⇊	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	↓	↑	↑	⇈	↓	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	↑	⇈	⇈	↓	⇈	⇈
Drive System	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇊	⇊	!	↓	!	⇊	!	⇈
Fuel System	⇈	!	↑	⇈	⇈	⇈	⇈	⇈
Electrical	↓	⇊	↑	⇈	↑	⇈	↑	⇈
Climate System	⇈	⇈	⇈	!	⇈	↓	⇈	⇈
Suspension	↑	↑	⇈	!	↑	⇈	⇈	⇈
Brakes	↓	↓	!	⇈	⇈	⇈	⇈	⇈
In-Car Electronics	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈

Hyundai Ioniq

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Hyundai Ioniq 5 ▼

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Hyundai Kona ●

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Hyundai Kona Electric ▼

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Hyundai Palisade ▲

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Hyundai Santa Fe ●

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Hyundai Santa Fe Sport

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Hyundai Sonata ●

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Hyundai Tucson ▲

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Hyundai Tucson Hybrid ●

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						▲▲	▲▲
						▲	▲
						▲	▲▲
						▲▲	▲▲
						▼▼	▲▲
						▲	▲▲
						▲	▲▲
						▲	▲▲

Infiniti QX50 ●

'16	'17	'18	**'19**	'20	'21	'22	'23
*	▲	*	▼	*	*	*	*
*	▲▲	*	●	*	*	*	*
*	▲▲	*	▼▼	*	*	*	*
*	▲▲	*	▼▼	*	*	*	*
*	▲▲	*	▼▼	*	*	*	*
*	▲▲	*	▲▲	*	*	*	*
*	▼	*	▲▲	*	*	*	*
*	●	*	▼▼	*	*	*	*
*	▲▲	*	▼	*	*	*	*
*	▲▲	*	▲▲	*	*	*	*
*	▲▲	*	▲▲	*	*	*	*
*	▲▲	*	▲▲	*	*	*	*
*	▼	*	●	*	*	*	*
*	▲▲	*	●	*	*	*	*

Jeep Cherokee ●

'16	'17	'18	'19	'20	'21	'22	'23
▼	▼	●	▼	▲	▼	▲	*
●	▼▼	▲▲	▲	▲▲	▲▲	▲▲	*
●	●	●	▲	▲▲	▼	▲▲	*
▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*
▼	●	▼▼	▼	●	▼	▲▲	*
▼▼	▲▲	●	▲	▲▲	▲▲	▲▲	*
▼▼	▲▲	▼▼	▼▼	●	▲	▲▲	*
▲	▼▼	▲▲	▼▼	●	▲▲	▲▲	*
▼▼	▲▲	▲▲	▲	▲▲	▲▲	▲▲	*
▼▼	▼▼	▲▲	●	▲▲	▼	▲▲	*
▼	▲	▲▲	▲	▲▲	▼	▲▲	*
●	▲▲	▼▼	▼	▲▲	▲▲	▼▼	*
▼	▼▼	▲▲	●	▲▲	▼	▲▲	*
▲▲	▲▲	●	▼▼	▲▲	●	▲	*

Jeep Gladiator ▼

'16	'17	'18	'19	**'20**	'21	'22	'23
				▼▼	▼	▲▲	*
				●	▲▲	▲▲	*
				●	▲▲	▲▲	*
				▲▲	▲▲	▲▲	*
				▼	▲▲	▲▲	*
				▲▲	●	▲▲	*
				●	▼▼	▲▲	*
				▼▼	▲▲	▲▲	*
				▲▲	▲▲	▲▲	*
				▲▲	▲▲	▼	*
				▲▲	▲▲	▲▲	*
				▼▼	▼▼	▲▲	*
				▲▲	▲▲	▲▲	*
				▲	▲▲	▲▲	*

Jeep Grand Cherokee ▼

'16	'17	'18	'19	'20	'21	**'22**	'23
▼	▼	▼	●	▼	●	▼	▼
▼	▼	●	▲▲	▲▲	▲▲	▲	▲▲
▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲	▲▲
▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
●	●	▲▲	▲▲	▲▲	▲	▲▲	▲▲
▲▲	▲▲	▲▲	▲	●	▲▲	▲▲	▲
●	▼	▲▲	▲▲	▲▲	▼	▼	▼
●	▼▼	▼	▼▼	●	▲	▼▼	▲
▲	▼▼	▼▼	▲▲	▲▲	▲▲	▲	▲▲
▼▼	▲	▲	▲▲	▲▲	▲▲	●	▲▲
●	▼	▼	●	▼▼	▲▲	▲▲	▲▲
●	▲	▲	▼	▲▲	▲▲	▼▼	▼
▲	●	●	▲▲	▼▼	▼▼	▲▲	▲▲
▲	▲	▼▼	▼▼	●	▲▲	▼▼	▼▼

Jeep Grand Cherokee L ▼

'16	'17	'18	'19	'20	**'21**	'22	'23
					▼▼	▼	▼
					▲▲	▲	▲▲
					▼	▲	▲▲
					▲▲	▲▲	▲▲
					▼▼	▲▲	▲▲
					▼▼	▲▲	▲
					▼▼	▼	▼
					▼▼	▼▼	▲
					▲▲	▲	▲▲
					▲	●	▲▲
					▲▲	▲▲	▲▲
					▼	▼▼	▼
					▼	▲▲	▲▲
					▼▼	▼▼	▼▼

Jeep Wrangler ▼

'16	'17	**'18**	'19	'20	'21	'22	'23
▼	▼	▼▼	▼	▼▼	▼▼	▼	▼
▲▲	▲▲	●	▲▲	▲	▼	●	▲▲
▼	▼▼	▼▼	▲	▲▲	▲	●	▲▲
▲	▲▲	▼▼	▲	▲▲	▲	▲▲	▲▲
▲	●	▼▼	▲▲	●	▲	●	▲▲
▲▲	▲▲	▲	▼▼	▲▲	▲	▲▲	▲▲
▼▼	▼▼	▼▼	▼▼	▼▼	▼	▲	●
●	▼▼	▼▼	▼▼	▼▼	●	▲▲	▲▲
▲▲	▼▼	▼	▼	●	▲	▲▲	▲▲
▲▲	▲▲	▼▼	▲▲	▲▲	▼	●	●
●	▲▲	●	▲▲	▼▼	▲▲	▲▲	▲▲
▼▼	▲	▼▼	▼▼	▼▼	▼▼	▼	▼▼
▼▼	▼▼	▲	●	●	▲	▲▲	▲▲
▼▼	▲	▼▼	●	▼	▲	▲▲	▲▲

Kia Forte ▲

'16	'17	'18	**'19**	'20	'21	'22	'23
●	▼	*	▼	*	*	*	*
▲▲	▼▼	*	▲▲	*	*	*	*
▲▲	●	*	▲▲	*	*	*	*
▲▲	▲▲	*	▲▲	*	*	*	*
▲▲	▲▲	*	▼▼	*	*	*	*
▲▲	▼▼	*	▲▲	*	*	*	*
▲▲	▲▲	*	▲▲	*	*	*	*
●	▼▼	*	▼▼	*	*	*	*
●	▲▲	*	▲▲	*	*	*	*
▲▲	▼▼	*	▲▲	*	*	*	*
▼▼	▼	*	▼	*	*	*	*
▼▼	▲	*	▲▲	*	*	*	*
▲	▼▼	*	▲▲	*	*	*	*
▲▲	▲	*	▲▲	*	*	*	*

Kia EV6 ●

'16	'17	'18	'19	'20	'21	**'22**	'23
						●	●
						▲▲	▲
						▲▲	▲▲
						▲▲	▲▲
						▼	●
						▲	▲
						▲▲	▲▲
						▲▲	▲▲
						▲▲	▲▲
						▲▲	●

▼▼ ▼ ● ▲ ▲▲

WORSE ⟝⟞ BETTER

New Model Prediction ▶	Kia Niro							▲
	'16	**'17**	'18	'19	'20	'21	'22	**'23**
Overall Reliability		▼	!	▼▼	*	*	*	▲
Engine, Major		!	▼	▼▼	*	*	*	▲▲
Engine, Minor		▲▲	▲▲	▲▲	*	*	*	▲▲
Engine, Cooling		▲▲	▲▲	▲▲	*	*	*	▲▲
Transmission, Major		▲▲	▲▲	!	*	*	*	▲▲
Transmission, Minor		▲▲	▲▲	!	*	*	*	▲▲
Drive System		▲▲	▲▲	▲▲	*	*	*	▲▲
Electric Motor		▲▲	▲▲	▲▲	*	*	*	▲▲
EV Battery		▼	▲	!	*	*	*	▲▲
EV Charging								
Build Quality		▼▼	▼▼	▼▼	*	*	*	▲▲
Fuel System		▼▼	▲▲	▲▲	*	*	*	▲▲
Electrical		▲▲	!	!	*	*	*	▲▲
Climate System		▲	▲	!	*	*	*	▼▼
Suspension		▲▲	▲	▲▲	*	*	*	▲▲
Brakes		▲	▲▲	!	*	*	*	▲▲
In-Car Electronics		▲	▲▲	▲▲	*	*	*	!

New Model Prediction ▶	Kia Niro EV							!
	'16	'17	'18	**'19**	'20	'21	'22	**'23**
Overall Reliability				!	*	*	▲	▼
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System				▼	*	*	▲▲	▲▲
Electric Motor				▲▲	*	*	▲▲	▲▲
EV Battery				▲▲	*	*	▲▲	▼
EV Charging				▲▲	*	*	▲	▼▼
Build Quality				▼	*	*	▲▲	▲▲
Fuel System								
Electrical								
Climate System				▲▲	*	*	▲	▲▲
Suspension				▲▲	*	*	▲▲	▲▲
Brakes				▲▲	*	*	!	▲▲
In-Car Electronics				▲▲	*	*	▲▲	!

New Model Prediction ▶	Kia Optima, K5							▲
	'16	'17	'18	'19	'20	**'21**	'22	'23
Overall Reliability	▼	▼	▼	!	▲	*	!	▲▲
Engine, Major	▼▼	▼▼	▼▼	▲▲	▲▲	*	▲▲	▲▲
Engine, Minor	▼▼	▼▼	▲▲	▲	▲▲	*	▲▲	▲▲
Engine, Cooling	▲	▲▲	▲▲	▲▲	▲▲	*	▲▲	▲▲
Transmission, Major	▲▲	▲▲	▲▲	▲	▲▲	*	▲▲	▲▲
Transmission, Minor	▲▲	▲▲	!	▲▲	▲▲	*	▼▼	▲▲
Drive System	▼	▲▲	▼▼	!	▲▲	*	▲▲	▲▲
Electric Motor								
EV Battery								
EV Charging								
Build Quality	▼	!	!	!	!	*	!	▲▲
Fuel System	▲▲	▼	▼▼	▼	▲▲	*	▲▲	▲▲
Electrical	▼	▼▼	▼▼	▲▲	▲▲	*	▲▲	▲▲
Climate System	!	▲▲	▲	▼	▲▲	*	▲▲	▲▲
Suspension	▲▲	▼	▼▼	!	▲▲	*	▲▲	▲▲
Brakes	▲	▲▲	▲▲	▼	▼	*	▼▼	▲▲
In-Car Electronics	▲▲	▲	!	▲▲	▲▲	*	▲	▲

New Model Prediction ▶	Kia Seltos							!
	'16	'17	'18	'19	'20	**'21**	'22	'23
Overall Reliability						▼	*	!
Engine, Major						▼▼	*	▲▲
Engine, Minor						▲▲	*	▲▲
Engine, Cooling						▲▲	*	▲▲
Transmission, Major						!	*	!
Transmission, Minor						▲▲	*	▲▲
Drive System						▲▲	*	▲▲
Electric Motor								
EV Battery								
EV Charging								
Build Quality						▲▲	*	▲▲
Fuel System						▲▲	*	▲▲
Electrical						!	*	▲▲
Climate System						▼	*	▲▲
Suspension						▲▲	*	▲▲
Brakes						▲▲	*	!
In-Car Electronics						▲▲	*	▲▲

New Model Prediction ▶	Kia Sorento							!
	'16	'17	'18	'19	'20	**'21**	'22	'23
Overall Reliability	▼	▼	▼	!	▲	▼	▼	▲
Engine, Major	▼▼	▼▼	▼	▲▲	▲	▲▲	!	▲▲
Engine, Minor	▲	▼	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Engine, Cooling	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Major	▲	!	▲▲	▲▲	▲▲	▼▼	!	▲▲
Transmission, Minor	!	▲▲	▲▲	▲	▲▲	▼▼	!	▲▲
Drive System	▼▼	!	▲▲	▲	▲▲	▲▲	▲▲	▲▲
Electric Motor								
EV Battery								
EV Charging								
Build Quality	▼	▼▼	▼▼	▼▼	▲	!	▲▲	!
Fuel System	!	▲▲	▲▲	▲	▲▲	▼▼	▼▼	▲▲
Electrical	▼	!	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Climate System	▲▲	!	▲	▼	▲	!	!	▲▲
Suspension	!	▲	!	!	▲	!	!	▲▲
Brakes	!	▼▼	▼▼	!	▲	▲▲	▲▲	▲▲
In-Car Electronics	▲	▲	!	▲▲	▲	▲	▲▲	▼

New Model Prediction ▶	Kia Soul							!
	'16	'17	'18	'19	**'20**	'21	'22	'23
Overall Reliability	!	▼	!	▼	▼	▼▼	▲▲	▲
Engine, Major	!	▼▼	▼▼	▲▲	▼▼	▼▼	▲▲	▲▲
Engine, Minor	▼▼	!	▲	▼▼	▲	▲▲	▲▲	▲▲
Engine, Cooling	▲▲	!	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Major	!	▲▲	▲▲	▼▼	▼	▼▼	▲▲	▲▲
Transmission, Minor	▲▲	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Drive System	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Electric Motor								
EV Battery								
EV Charging								
Build Quality	▲	▲	▼▼	!	▲	!	▲▲	▲
Fuel System	▼	!	▲	▼	▲▲	▲▲	▲▲	▲▲
Electrical	▲	▼▼	▲	!	▼▼	▼▼	▲▲	▲▲
Climate System	▲▲	▲	▲	▼	▲▲	▲▲	▼	▲▲
Suspension	▲▲	▲▲	▲	!	!	▲▲	▲▲	▲▲
Brakes	▲	▲	▼	▲▲	!	▲▲	▲▲	▲▲
In-Car Electronics	▲▲	!	▲	▲▲	▲	▲▲	▲▲	▲

New Model Prediction ▶	Kia Sportage							!
	'16	**'17**	'18	'19	'20	'21	'22	**'23**
Overall Reliability	*	▼	▼	!	▲	▲	▲▲	!
Engine, Major	*	▼▼	▼▼	!	▲▲	▲	▲▲	▲▲
Engine, Minor	*	▼	▲	▲▲	▲▲	▲▲	▲▲	▲▲
Engine, Cooling	*	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Major	*	!	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Minor	*	▲	▲	▲▲	▲▲	▲▲	!	▲▲
Drive System	*	!	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Electric Motor								
EV Battery								
EV Charging								
Build Quality	*	▼▼	▼▼	▼▼	▼▼	▲▲	▲▲	▲
Fuel System	*	▼▼	▼	!	▲▲	▲▲	▲▲	▲▲
Electrical	*	!	▲	▲▲	▲▲	▲▲	▲▲	▲
Climate System	*	▼▼	▲	!	!	▲▲	▲▲	▲▲
Suspension	*	▲▲	▲▲	▲▲	▲▲	!	▲▲	▲▲
Brakes	*	▲	▼	▲▲	!	▲▲	▲▲	▲▲
In-Car Electronics	*	▲	▲▲	▼▼	▲	▲▲	▲▲	▲

New Model Prediction ▶	Kia Telluride							!
	'16	'17	'18	'19	**'20**	'21	'22	'23
Overall Reliability					▼	!	!	!
Engine, Major					!	▲▲	▲▲	▲▲
Engine, Minor					▲▲	▲▲	▲▲	▲▲
Engine, Cooling					▲▲	▲▲	▲▲	▲▲
Transmission, Major					!	▲▲	▲▲	▲▲
Transmission, Minor					▲▲	▲▲	▲▲	▲▲
Drive System					▲	▲▲	▲▲	▲▲
Electric Motor								
EV Battery								
EV Charging								
Build Quality					▼▼	!	▼	!
Fuel System					▲▲	▲▲	▲▲	▲▲
Electrical					▲▲	▲▲	▲▲	▲▲
Climate System					▼▼	▲▲	▲▲	▲
Suspension					▼▼	!	▲▲	▲▲
Brakes					▲▲	▲▲	▲▲	▲▲
In-Car Electronics					!	▲▲	!	▲

New Model Prediction ▶	Lexus ES							▲
	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	▲▲	▲▲	▲	▲	!	!	▲▲	▲▲
Engine, Major	▲▲	▲▲	▲▲	▲▲	▼▼	!	▲▲	▲▲
Engine, Minor	▲▲	▲▲	▲	▲▲	▲▲	▲▲	▲▲	▲▲
Engine, Cooling	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Major	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Minor	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Drive System	▲▲	▲▲	▲▲	▲▲	▲	▲▲	▲▲	▲▲
Electric Motor								
EV Battery								
EV Charging								
Build Quality	▲▲	▲▲	▲▲	▲	▲	▼▼	▲▲	▲▲
Fuel System	▲▲	▲▲	▲▲	▲	▲▲	▲▲	▲▲	▲▲
Electrical	▲▲	▲▲	▲	▲▲	▼▼	▲▲	▲▲	▲▲
Climate System	▲▲	▲▲	▲▲	▲▲	▲▲	▲	▲▲	▲▲
Suspension	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Brakes	▲▲	▲▲	▼	!	▼	▲▲	▲▲	▲▲
In-Car Electronics	▲▲	▲	▲▲	▲▲	▲▲	▲	▲	!

New Model Prediction ▶	Lexus ES Hybrid							▲
	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	▲▲	*	*	▲▲	▼	▲	▲▲	▲
Engine, Major	▲▲	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
Engine, Minor	▲▲	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
Engine, Cooling	▲▲	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Major	▲▲	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Minor	▲▲	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
Drive System	▲▲	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
Electric Motor	▲▲	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
EV Battery	▲▲	*	*	▲▲	▼▼	▲▲	▲▲	▲▲
EV Charging								
Build Quality	▲▲	*	*	▲▲	▲	!	▲▲	!
Fuel System	▲▲	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
Electrical	▲▲	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
Climate System	▲▲	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
Suspension	▲▲	*	*	▲▲	▲▲	!	▼	▲▲
Brakes	▲▲	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
In-Car Electronics	▲	*	*	▲▲	▲▲	▲	▲▲	▲

New Model Prediction ▶	Lexus GX							▲▲
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	▲	!	*	▲	▲▲	▲▲	▲	▲▲
Engine, Major	!	▲▲	*	▲▲	▲▲	▲▲	▲▲	▲▲
Engine, Minor	▲▲	▼	*	▲▲	▲▲	▲▲	▲▲	▲▲
Engine, Cooling	▲▲	▲▲	*	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Major	▲▲	▲▲	*	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Minor	▼▼	▲▲	*	▲▲	▲▲	▲▲	▲▲	▲▲
Drive System	▲▲	▲▲	*	▲▲	▲▲	▲▲	▲▲	▲▲
Electric Motor								
EV Battery								
EV Charging								
Build Quality	▲	▼▼	*	▼	▲	▲▲	!	▲▲
Fuel System	▲▲	▲▲	*	▲▲	▲▲	▲▲	▲▲	▲▲
Electrical	▼	▲▲	*	▲▲	▲▲	▲▲	▲▲	▲▲
Climate System	▲▲	▲▲	*	▲▲	▲▲	▲▲	▲▲	▲▲
Suspension	▲▲	▲▲	*	▲▲	▲▲	▲▲	▲▲	▲▲
Brakes	▲	▼▼	*	!	▲▲	▲▲	!	▲▲
In-Car Electronics	!	▲▲	*	▲	▲▲	▲▲	▲▲	▲▲

New Model Prediction ▶	Lexus NX							!
	'16	'17	'18	'19	'20	'21	**'22**	'23
Overall Reliability	▲▲	▲▲	!	▲	▲▲	▲▲	!	▼
Engine, Major	▲▲	!	▼▼	▲▲	▲▲	▲▲	▲▲	▲▲
Engine, Minor	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Engine, Cooling	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Major	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Minor	▲▲	▲▲	▲▲	▲	▲▲	▲▲	▲▲	▼▼
Drive System	▲▲	▲▲	▲▲	!	▲▲	▲▲	▼	▲▲
Electric Motor								
EV Battery								
EV Charging								
Build Quality	▲▲	▲▲	▼	▲▲	▲▲	▲▲	▲	!
Fuel System	▲▲	▲▲	▼▼	▲	▲▲	▲▲	▲▲	▲▲
Electrical	▼	▲▲	▲▲	▲▲	▲	▲▲	▲▲	▲▲
Climate System	▲▲	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Suspension	▲▲	▲▲	▲▲	!	▲▲	▲▲	▲	▲▲
Brakes	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲
In-Car Electronics	▲▲	▲	▲	▲▲	▲	▲▲	▼▼	!

New Model Prediction ▶	Lexus NX Hybrid							▲
	'16	'17	'18	'19	'20	'21	**'22**	'23
Overall Reliability	*	*	*	▲▲	▲▲	▼	▲	▲
Engine, Major	*	*	*	▲▲	▲▲	▼▼	▲▲	▲▲
Engine, Minor	*	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
Engine, Cooling	*	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Major	*	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Minor	*	*	*	▲▲	▲▲	▲▲	▲▲	!
Drive System	*	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
Electric Motor	*	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
EV Battery	*	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
EV Charging								
Build Quality	*	*	*	▲▲	▲▲	!	!	▲▲
Fuel System	*	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
Electrical	*	*	*	▲▲	▲▲	▲▲	!	▲▲
Climate System	*	*	*	▲▲	▲▲	!	▲▲	▲▲
Suspension	*	*	*	▲▲	▲▲	▲▲	▲▲	▲▲
Brakes	*	*	*	▲▲	!	!	▲▲	▲▲
In-Car Electronics	*	*	*	▲	▲	▲	▼	▲▲

New Model Prediction ▶	Lexus RX							▲
	'16	'17	'18	'19	'20	'21	'22	**'23**
Overall Reliability	▲	▲▲	▲	▲	▲	▲▲	▲▲	▲
Engine, Major	▲	▲▲	▼	▲▲	▲▲	▲▲	▲▲	▲▲
Engine, Minor	▼▼	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲
Engine, Cooling	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Major	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Minor	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Drive System	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Electric Motor								
EV Battery								
EV Charging								
Build Quality	▲▲	▲	▲	▲	▲	▲▲	▲	▲
Fuel System	▲▲	▲▲	!	▲	▲	▲▲	▲▲	▲▲
Electrical	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Climate System	▲▲	▲▲	▲▲	▲▲	▲	▲▲	▲	▲▲
Suspension	!	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Brakes	!	▲	!	▼	!	!	▲▲	▲▲
In-Car Electronics	▲	▲	▲	▲	▲▲	▲▲	▲▲	▲

New Model Prediction ▶	Lexus RX Hybrid							▲
	'16	'17	'18	'19	'20	'21	'22	**'23**
Overall Reliability	▲▲	▲	▼	!	▼	▲	▲	▲
Engine, Major	▲▲	▲▲	!	▲▲	▲	▲▲	▲▲	▲▲
Engine, Minor	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Engine, Cooling	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Major	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Transmission, Minor	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Drive System	▲▲	▲▲	▼▼	!	▲▲	▲▲	▲▲	▲▲
Electric Motor	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
EV Battery	▲▲	▲▲	▼	▲▲	▲▲	▲▲	▲	▲▲
EV Charging								
Build Quality	▲▲	▼▼	▲▲	▲	!	▲▲	▲	▲▲
Fuel System	▲▲	!	▲▲	▼	▲	▲▲	▲▲	▲▲
Electrical	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Climate System	▲▲	▲▲	▲	▲▲	▲▲	▲▲	▲▲	▲▲
Suspension	▲▲	▲▲	▲	!	▲	▲	▲▲	▲▲
Brakes	!	▼▼	▼▼	▼▼	▼▼	▼▼	▲▲	▲▲
In-Car Electronics	▲	▲▲	▲▲	▲	▲▲	▲▲	▲▲	!

Lexus UX ▲▲

'16	'17	'18	**'19**	'20	'21	'22	'23
			▲▲	▲	▲	*	*
			▲▲	▲▲	▲▲	*	*
			▲▲	▲▲	▲▲	*	*
			▲▲	▲▲	▲▲	*	*
			▲▲	▲▲	▲▲	*	*
			▲▲	▲▲	▲▲	*	*
			▲▲	▲▲	▲▲	*	*
			▲▲	▲▲	▲▲	*	*
			▲▲	▲▲	▲▲	*	*
			▲▲	▲▲	▲▲	*	*
			▲▲	▲▲	▲▲	*	*
			▲▲	▲▲	▲▲	*	*
			▲▲	▲▲	▲▲	*	*
			▲▲	▲	▲▲	*	*

Lincoln MKC, Corsair ●

'16	'17	'18	'19	**'20**	'21	'22	'23
*	▼	*	▼	▼	▲	▼	*
*	▼▼	*	▼▼	▲▲	▲▲	▲	*
*	●	*	▲▲	▲▲	▲▲	▲▲	*
*	▲▲	*	▲▲	▲▲	▲▲	▲▲	*
*	▲▲	*	●	▲▲	▲▲	▲▲	*
*	▲▲	*	▲▲	▲▲	▲▲	▲▲	*
*	▼▼	*	▲▲	▼▼	▲▲	▲▲	*
*	▲	*	▼▼	▼▼	▲▲	▼▼	*
*	▲▲	*	▲▲	▲	▼	▲▲	*
*	▼	*	●	▲▲	▲▲	▲▲	*
*	▲▲	*	●	▼▼	▲▲	▲▲	*
*	▼	*	●	▲▲	▲	▲▲	*
*	▲▲	*	▲▲	▼	▲▲	▲▲	*
*	▲	*	▼▼	▼	▼	▲▲	*

Lincoln MKX, Nautilus ●

'16	'17	'18	**'19**	'20	'21	'22	'23
▼	●	▲	▼	▲	▲▲	▼	*
▲	●	▲▲	▲▲	▲▲	▲▲	▲▲	*
▼▼	▲▲	▲	▲▲	▲▲	▲▲	▲▲	*
▲▲	●	▲▲	▲▲	▲▲	▲▲	▼	*
▲	▼▼	▲▲	▼	▲	▲▲	▲▲	*
▲	▲▲	▲▲	▼▼	▲	▲▲	▲▲	*
▲	●	▲▲	▼▼	▲	▲▲	▲▲	*
▼▼	▼▼	▲▲	●	▲	▲▲	▲	*
▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*
▲	●	▲▲	▲▲	▲▲	▲▲	▼	*
●	▲▲	▲	▼	▲▲	▲▲	▼▼	*
▼	▲▲	▼▼	●	▲▲	▲▲	▲▲	*
▼	▲▲	▼	▲	▲▲	▼	▲▲	*
●	▲	▲	▼▼	●	▲	▲	*

Lincoln MKZ

'16	'17	'18	'19	'20	'21	'22	'23
●	▼	▼	▼	▲▲			
▲▲	▼	▼	▼	▲▲			
▲▲	▲	▲▲	▲▲	▲▲			
▲▲	▲	▲▲	▲▲	▲▲			
▲▲	●	▼▼	▼▼	▲▲			
▲▲	▲▲	▲▲	▲▲	▲▲			
▲▲	▼	▲▲	▼	▲▲			
▼▼	▼▼	▼▼	▼▼	▲▲			
●	▲▲	●	▲▲	▲▲			
▲▲	▲▲	▲▲	▲▲	▲▲			
▲	●	▲▲	▲▲	▲▲			
▲▲	●	▼	▲▲	▲▲			
▼	▲▲	▲▲	●	●			
▲▲	●	●	▼▼	▲▲			

Mazda3 ▲

'16	'17	'18	**'19**	'20	'21	'22	'23
▲	▲	●	▼	▼	▲	▲▲	●
▲▲	▲▲	▲▲	▲▲	▼▼	▲▲	▲▲	▲▲
▲▲	▲▲	▲	▼▼	▼	▲▲	▲▲	▲▲
▲▲	▲▲	▲▲	▲	▲▲	▲▲	▲▲	▲▲
▲▲	▲▲	▲▲	▲	▲▲	▲▲	▲▲	▲▲
▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
▲▲	▲▲	▲	▲▲	▲▲	▲	▲▲	●
▲▲	●	▼	▼▼	▼▼	▲	▲	▲▲
▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
▲	▲▲	▲▲	▲▲	▼	●	▲▲	▲▲
▲▲	▲▲	▲▲	▼	▼	▲▲	▲▲	▲▲
●	▲	▼▼	▲▲	▲▲	▲	▲▲	▲▲
▲	▼▼	▼	▼▼	▼	▲▲	▲▲	▲▲
▼▼	▼	▼	●	▲▲	▲▲	●	▲▲

Mazda6

'16	'17	'18	'19	'20	'21	'22	'23
▲	▲	●	*	*	▼		
●	▲▲	●	*	*	▲▲		
▲	▲▲	●	*	*	▼▼		
▲▲	▲▲	▲▲	*	*	▲▲		
▲▲	▲	●	*	*	▲▲		
▲▲	▲▲	▲	*	*	▲▲		
▲▲	▲	▲▲	*	*	▲▲		
▲▲	▼	▼▼	*	*	▼		
▲▲	▲▲	▲▲	*	*	▲▲		
▲	▲▲	▲▲	*	*	▲▲		
▲▲	▲▲	▼▼	*	*	▲▲		
▲	●	▲▲	*	*	▼		
▼▼	▼	▲	*	*	●		
▼▼	▼▼	▼▼	*	*	▼▼		

Mazda CX-30 ▲

'16	'17	'18	'19	**'20**	'21	'22	'23
				●	▼	▲▲	▲▲
				▲▲	▼	▲▲	▲▲
				▲▲	●	▲▲	▲▲
				▲	▲▲	▲▲	▲▲
				▲▲	▲▲	▲▲	▲▲
				▲▲	▲▲	▲▲	▲▲
				▲▲	▲	▲▲	▲▲
				▼▼	▲	▲▲	▲▲
				▲▲	▲▲	▲▲	▲▲
				▲▲	▲	▲	▲▲
				▲	▲▲	▲▲	▲▲
				▲	●	▲	▲▲
				▲▲	▲	▲▲	▲▲
				●	●	●	●

Mazda CX-5 ▲

'16	**'17**	'18	'19	'20	'21	'22	'23
▲	●	●	▼	●	▲	▲	▲
▲▲	▲▲	▼	▼	▲▲	●	▲▲	▲▲
▲▲	▲▲	▲	▲▲	▲▲	▲	▲▲	▲▲
▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
▲▲	▲▲	▲▲	▲	▲▲	▲▲	▲▲	▲▲
▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
▲▲	▼▼	▲▲	▲	▲▲	▲▲	▲▲	▲▲
●	▼	●	●	●	▲	▲	▲▲
▲▲	●	▲▲	▲▲	▲	▲▲	▲▲	▲▲
▲▲	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
▲	▲▲	▲▲	▲	▲▲	▲▲	▲▲	▲▲
▲	▼	▲▲	▲	▲▲	▲▲	▲▲	▲▲
▼▼	▲	●	▼▼	▼	▲▲	▲▲	▲▲
▼▼	▼▼	●	▼	●	▲	●	▲

Mazda CX-9

'16	'17	'18	'19	'20	'21	'22	'23
●	*	▲	●	▲	●	▲▲	▼▼
▼▼	*	▲	▲▲	▲▲	●	▲▲	▲▲
▼▼	*	▲▲	▲▲	▲▲	●	▲▲	▲▲
▲▲	*	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
▲▲	*	▲▲	▼	▲▲	▲	▲▲	●
▲▲	*	▲▲	▲▲	▼	▲▲	▲▲	▲▲
●	*	▲▲	▲	▲	▲	▲▲	▼▼
●	*	●	▲	▲▲	▲	▲	▲▲
▲▲	*	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
▲▲	*	▲▲	▲▲	▲▲	▲	▲▲	▲▲
▲	*	▲▲	●	▼	▲▲	▲▲	▲▲
▲	*	▲▲	▲▲	▲	▲▲	▲▲	▲▲
▲	*	●	●	▲▲	▲	▲▲	●
▼▼	*	▼	▼	▲	▲	▲	▲

Mazda MX-5 Miata ▲

'16	'17	'18	'19	'20	'21	'22	'23
▲	▲▲	*	▲▲	▲	▲▲	●	*
▲▲	▲▲	*	▲▲	▲▲	▲▲	▲▲	*
▲▲	▲▲	*	▲▲	▲▲	▲▲	▲▲	*
▲▲	▲▲	*	▲▲	▲▲	▲▲	▲▲	*
●	▲▲	*	▲▲	▲▲	▲▲	▲▲	*
▲▲	▲	*	▲▲	▲▲	▲▲	●	*
▲▲	▲▲	*	▲▲	▲▲	▲▲	▲▲	*
●	▲	*	●	▲	▲▲	▲▲	*
▲▲	▲▲	*	▲▲	▲▲	▲▲	▲▲	*
▲▲	▲▲	*	▲▲	▲▲	▲▲	▲▲	*
●	▲▲	*	▲▲	●	▲▲	▲▲	*
▲▲	▲▲	*	▲▲	▲▲	▲▲	▲▲	*
▲▲	▲▲	*	▲▲	▲▲	▲▲	▼▼	*
●	●	*	▲▲	▼▼	▼▼	▼▼	*

Mercedes-Benz C-Class ▼▼

'16	'17	'18	'19	'20	'21	**'22**	'23
▼	▼	▼▼	▼	▼	●	*	*
▲▲	▼▼	▲	▼▼	▲▲	▲▲	*	*
▲▲	▼	▲	●	●	▲▲	*	*
▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*	*
●	▲▲	▲▲	▲▲	▲▲	▲▲	*	*
▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*	*
▼▼	▼▼	▼▼	▲▲	●	▲▲	*	*
▼▼	▼▼	▼▼	●	▼▼	▼▼	*	*
▼▼	▼▼	▲	▲▲	●	▲▲	*	*
▲▲	▲▲	▲	▲▲	▲▲	▲▲	*	*
▲▲	▲	▲	▼▼	●	●	*	*
▼▼	●	▼▼	▲	▲▲	▲▲	*	*
▲▲	●	▼▼	▼▼	▼▼	▲▲	*	*
▼	▲▲	▲	▲▲	▲▲	▼	*	*

Mercedes-Benz E-Class ●

'16	**'17**	'18	'19	'20	'21	'22	'23
●	▲	●	▲	▼	●	▲	*
▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*
▼	▲▲	▲▲	▲▲	▲▲	▼	▲▲	*
▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*
▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*
▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*
▲▲	▲▲	▼▼	▲▲	▼▼	▲▲	▲▲	*
▼	●	▼▼	●	▼▼	▼	▲▲	*
▲▲	●	▲▲	▲	▲▲	▲▲	▲▲	*
▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*
▲▲	▲▲	▲▲	▼▼	▲▲	▼	●	*
▲	▲▲	▼▼	▲▲	▼▼	▲▲	▼▼	*
●	▼▼	▲▲	▲▲	▲▲	▼	▲▲	*
▼▼	▲	▲	▼	▼▼	▼▼	▲▲	*

Mercedes-Benz GLC ▼▼

'16	'17	'18	'19	'20	'21	'22	**'23**
▲	▼	▼	▼	▼	●	▼	*
▲▲	▼▼	▼▼	▲▲	▼▼	▲	▲▲	*
▼	▼	▲▲	▼▼	▲	▲▲	▼▼	*
▲▲	▼▼	▲▲	▲▲	▲▲	▲▲	▲	*
▲▲	▲▲	▼	▼▼	▲▲	▲▲	▲▲	*
▼	▲▲	▲▲	▼	▲▲	▲▲	▲	*
▲▲	▼▼	▲▲	▲▲	▲▲	▲▲	▲▲	*
●	▼▼	▼	▲	●	▼▼	▼	*
▼▼	▲	▲	▲▲	▲▲	▲	▼▼	*
▲▲	▼▼	▲	▲▲	▼	▲▲	▲▲	*
▲▲	▲▲	●	▼▼	▲	▲▲	▲▲	*
▲▲	▼	▼▼	▼▼	▲	▲	▲	*
●	▼	▼▼	▼▼	▼▼	▲	▲▲	*
▲	▲▲	▼▼	▲▲	▼	▼	▲	*

Mercedes-Benz GLE ▼

'16	'17	'18	'19	**'20**	'21	'22	'23
●	▼	▼	*	▼	●	▼	*
▲▲	▼▼	▲▲	*	▲▲	●	▲▲	*
▼	▼▼	▼▼	*	▲▲	▲▲	▲▲	*
▲▲	▲▲	▲▲	*	▲▲	▲▲	▲▲	*
▲▲	▲▲	▼▼	*	▲▲	▲▲	▲▲	*
▲▲	▲▲	▲▲	*	▲▲	▲▲	▲▲	*
▼▼	▲▲	▼▼	*	▲▲	▲▲	▲▲	*
▲▲	▼▼	▼	*	▼▼	▼▼	▼▼	*
▼▼	▲▲	▼▼	*	▲▲	▲▲	▲▲	*
▼	▼▼	▲▲	*	▲▲	▲▲	▲▲	*
▲	▲	▲▲	*	▼▼	●	▼▼	*
▲	●	▲	*	▲▲	▲▲	●	*
●	▼▼	▼▼	*	▲	▼	▲▲	*
▼▼	▼▼	▲▲	*	▼	●	▲	*

Mini Cooper ▲

'16	'17	'18	'19	'20	'21	'22	'23
▼	▼	▼▼	▲	*	●	▲▲	▲
▲▲	▲▲	▼▼	▲▲	*	▲▲	▲▲	▲▲
▼▼	▼▼	▼	▲	*	▲▲	▲▲	▲▲
▲▲	▲▲	▼	▲▲	*	▲▲	▲▲	▲▲
▲	▼▼	▲▲	▲▲	*	▲▲	▲▲	▲▲
▲▲	●	▲▲	▲▲	*	▲▲	▲▲	▲▲
▲	▼▼	▼▼	▲▲	*	▲▲	▲▲	▲▲
▼▼	▼▼	▼	●	*	●	▲▲	▲▲
▼▼	▼▼	▲▲	▲▲	*	▲▲	▲▲	▲▲
▲▲	▲▲	▲▲	▲	*	▼	▲▲	▲▲
▼▼	●	▲▲	▲▲	*	▲▲	▲▲	▲▲
▲	▲▲	▼▼	▲▲	*	▲▲	▲▲	▲
▼▼	▲	▲▲	▼	*	▼▼	▲▲	▲▲
●	▼	▲▲	▲	*	▲▲	▼	▲▲

Nissan Altima ●

'16	'17	'18	**'19**	'20	'21	'22	'23
▼	▼	▼	●	▼	●	▼	*
▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*
▲▲	▼	▲▲	▲▲	▲▲	▲▲	▼▼	*
▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*
▼▼	▼▼	▼▼	▲▲	▲▲	▲▲	▲▲	*
▼▼	▼▼	▲▲	▼	▲▲	▲▲	▲▲	*
▼	▼▼	▲▲	▲▲	▼▼	▼	▲▲	*
▼	▼	▼▼	▼▼	▼▼	▼	▲▲	*
▲▲	▲▲	▲	▲▲	▲▲	▲▲	▲▲	*
▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▼▼	*
●	▲	▲▲	▼▼	▲▲	▲▲	▼▼	*
▼	▼▼	▼▼	▲▲	▼▼	▲▲	▲▲	*
▼▼	▼	▼▼	▲▲	▼▼	▼▼	▼▼	*
▲	▲▲	●	▼▼	▼▼	▲	▼	*

Nissan Frontier ▼

'16	'17	'18	'19	'20	'21	**'22**	'23
●	▲	●	▲▲	*	*	▼	▼▼
▲▲	▼▼	▲▲	▲▲	*	*	▲▲	▲▲
▲▲	▲▲	▲▲	▲▲	*	*	▲▲	●
▲	▲▲	▲▲	▲▲	*	*	▲▲	▲▲
▲	▲▲	●	▲▲	*	*	▲	▲▲
▼▼	▲	▲▲	▲▲	*	*	▼▼	▲▲
●	▲▲	▲▲	▲▲	*	*	▲▲	●
▲▲	●	▼▼	▲▲	*	*	▼▼	▼▼
▲	▲	▼▼	▲▲	*	*	▲▲	▲▲
▲	▲▲	▲▲	▲▲	*	*	▲▲	●
▲	▲▲	▼	▲	*	*	●	▲▲
▲▲	●	▼	●	*	*	▲▲	●
▼▼	▲▲	●	▲	*	*	▲	▲▲
▲▲	▲	▲▲	▲▲	*	*	●	▲▲

Nissan Leaf ●

'16	'17	**'18**	'19	'20	'21	'22	'23
▼	▼	▲	▼	▼	▼	▼	▲
▲▲	▲▲	▲	▲▲	▼▼	●	▲▲	▲▲
●	▲▲	▲▲	▲▲	▲▲	▲▲	▼	▲▲
▼▼	▼▼	▲▲	●	▲▲	●	▲	▲▲
▲	▼▼	●	▲	▼	▲	▲▲	●
▼▼	▲	▼	●	▲▲	▼	▲▲	▲▲
▲	▲	▲▲	▲▲	▼	▼▼	▼▼	●
▼▼	▲▲	▲	▲▲	▼▼	▲▲	▲▲	▲▲
▲▲	▲▲	▲▲	▼	▲▲	▲▲	▲▲	▲▲
▲▲	▼▼	●	▲	▼	▲▲	▲▲	●

▼▼ ▼ ● ▲ ▲▲

WORSE ⊢—⊣ BETTER

New Model Prediction ▶

Nissan Murano I

	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↑	I	I	↑	↑	I	*	*
Engine, Major	⇈	↑	I	⇈	⇈	⇈	*	*
Engine, Minor	⇈	⇈	⇈	⇈	⇈	⇈	*	*
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	*	*
Transmission, Major	↑	↓	⇈	I	↑	↑	*	*
Transmission, Minor	⇈	↓	I	⇈	⇈	↑	*	*
Drive System	⇈	⇈	↑	⇈	⇈	I	*	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	I	⇊	↓	↓	↑	⇈	*	*
Fuel System	I	⇈	⇈	⇈	⇈	⇈	*	*
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	*	*
Climate System	↑	↑	↑	⇈	↑	⇈	*	*
Suspension	I	I	⇈	↓	↑	⇈	*	*
Brakes	↓	⇊	↓	⇈	↑	⇊	*	*
In-Car Electronics	↓	⇈	⇈	↓	↓	↑	*	*

Nissan Pathfinder ↓

	'16	'17	'18	'19	'20	'21	**'22**	'23
Overall Reliability	*	↓	↓	*	*		↓	⇊
Engine, Major	*	I	I	*	*		⇈	⇈
Engine, Minor	*	⇈	⇈	*	*		⇈	⇈
Engine, Cooling	*	⇈	⇈	*	*		⇈	⇈
Transmission, Major	*	↓	⇊	*	*		⇈	⇈
Transmission, Minor	*	↑	⇈	*	*		I	I
Drive System	*	↑	I	*	*		⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	*	⇊	↓	*	*		↓	⇊
Fuel System	*	I	⇈	*	*		⇈	⇈
Electrical	*	I	⇈	*	*		⇈	⇈
Climate System	*	↓	⇈	*	*		⇊	I
Suspension	*	↑	⇊	*	*		⇈	I
Brakes	*	⇊	⇊	*	*		⇈	⇈
In-Car Electronics	*	⇈	I	*	*		⇊	↓

Nissan Rogue I

	'16	'17	'18	'19	'20	**'21**	'22	'23
Overall Reliability	↓	↓	I	↓	I	↑	⇊	↓
Engine, Major	⇈	⇈	⇈	↑	⇈	⇈	↓	⇈
Engine, Minor	⇈	↑	⇈	⇈	⇈	↑	↓	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	↓	⇈
Transmission, Major	⇊	⇊	I	I	⇈	⇈	⇈	⇈
Transmission, Minor	↑	⇈	⇈	⇈	⇈	⇈	⇈	↑
Drive System	I	I	⇈	⇈	↑	⇈	⇊	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	I	⇊	⇊	⇊	↓	I	↑	I
Fuel System	↑	↓	⇈	⇈	⇈	⇈	↓	⇈
Electrical	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Climate System	↑	⇊	↑	⇊	⇈	I	I	↑
Suspension	I	↓	↑	I	⇊	↑	↓	⇈
Brakes	⇊	↓	↓	⇊	I	⇈	↑	⇈
In-Car Electronics	I	I	↓	↓	⇈	I	⇊	↑

Nissan Rogue Sport

	'16	**'17**	'18	'19	'20	'21	'22	'23
Overall Reliability		I	I	I	↑	↓	I	
Engine, Major		⇈	⇈	⇈	⇈	⇈	⇈	
Engine, Minor		I	⇈	⇈	⇈	⇊	⇈	
Engine, Cooling		⇈	⇈	⇈	⇈	⇈	⇈	
Transmission, Major		I	⇈	⇈	⇈	⇈	⇈	
Transmission, Minor		⇈	⇊	I	⇈	⇈	⇈	
Drive System		⇊	⇈	⇈	⇈	⇊	⇈	
Electric Motor								
EV Battery								
EV Charging								
Build Quality		↑	⇊	⇊	I	↑	⇊	
Fuel System		⇈	⇊	⇈	⇈	⇈	⇈	
Electrical		I	⇈	⇈	⇈	⇈	⇈	
Climate System		⇊	⇈	⇊	⇈	⇈	↑	
Suspension		⇈	⇈	I	⇈	⇊	⇈	
Brakes		⇈	⇈	I	⇊	⇈	⇈	
In-Car Electronics		I	↑	↑	⇈	⇈	⇊	

Nissan Sentra I

	'16	'17	'18	'19	**'20**	'21	'22	'23
Overall Reliability	*	*	*	↓	*	I	↓	*
Engine, Major	*	*	*	⇈	*	⇈	⇈	*
Engine, Minor	*	*	*	⇈	*	⇈	⇈	*
Engine, Cooling	*	*	*	⇈	*	⇈	⇈	*
Transmission, Major	*	*	*	⇊	*	⇊	⇈	*
Transmission, Minor	*	*	*	⇈	*	⇈	⇈	*
Drive System	*	*	*	⇈	*	⇈	⇈	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	*	*	*	↓	*	I	⇊	*
Fuel System	*	*	*	⇈	*	⇈	⇈	*
Electrical	*	*	*	⇈	*	⇈	↓	*
Climate System	*	*	*	⇊	*	↓	↓	*
Suspension	*	*	*	⇈	*	⇈	⇈	*
Brakes	*	*	*	↓	*	⇈	⇊	*
In-Car Electronics	*	*	*	⇊	*	⇈	↓	*

New Model Prediction ▶

Porsche Macan ↑

	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	↓	↑	↓	↑	↑	↑	↓
Engine, Major	*	⇊	↑	⇈	⇈	⇈	⇈	⇈
Engine, Minor	*	⇊	⇈	⇈	↑	⇈	⇈	⇈
Engine, Cooling	*	↓	⇈	⇈	↑	⇈	⇈	⇈
Transmission, Major	*	⇊	↑	⇈	⇈	⇈	⇈	I
Transmission, Minor	*	I	↑	⇈	⇈	⇈	⇈	⇈
Drive System	*	⇊	I	⇈	⇈	⇈	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	*	I	⇈	⇊	↑	I	↑	↓
Fuel System	*	⇈	⇈	⇊	⇈	⇈	⇈	⇈
Electrical	*	↑	⇈	⇈	⇈	⇈	⇈	⇈
Climate System	*	↓	⇈	⇊	⇈	⇈	↓	⇈
Suspension	*	⇊	I	⇈	I	⇈	⇈	I
Brakes	*	↑	⇈	I	I	⇈	⇈	⇈
In-Car Electronics	*	↑	⇈	⇈	⇈	⇈	↓	↑

Ram 1500 I

	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	I	I	↓	↓	↓	I	I	↓
Engine, Major	↑	↑	I	⇈	↑	⇈	⇈	⇈
Engine, Minor	↓	↓	I	⇈	⇈	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈	⇈	↑	⇈	⇈	↑
Transmission, Minor	⇈	↑	↑	↑	↑	⇈	↑	⇈
Drive System	↑	↑	↑	↑	↑	↑	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	I	↓	⇊	⇊	I	I	↑	I
Fuel System	⇊	⇊	⇊	↓	↑	⇈	⇈	⇈
Electrical	⇈	⇈	↑	⇈	↑	↑	⇈	⇈
Climate System	⇈	⇈	↑	I	I	⇈	↑	⇈
Suspension	↑	⇊	I	⇈	↑	I	⇈	↑
Brakes	↓	↑	I	↑	I	↑	↑	⇈
In-Car Electronics	⇊	I	⇊	⇊	↓	⇈	⇊	↑

Ram 2500 I

	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	↓	⇊	↓	↓	I	↑	⇊	*
Engine, Major	↓	⇊	⇊	⇊	⇈	⇈	I	*
Engine, Minor	⇈	⇊	⇈	⇈	⇈	⇈	⇈	*
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Transmission, Major	⇊	⇊	⇊	⇊	⇈	I	I	*
Transmission, Minor	⇈	I	⇊	⇈	⇈	⇈	⇊	*
Drive System	I	⇊	↓	⇊	⇈	⇈	I	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↑	⇊	I	↑	⇊	I	↑	*
Fuel System	⇊	⇊	↑	I	⇊	⇈	⇊	*
Electrical	⇈	⇈	⇈	⇊	⇈	⇈	⇈	*
Climate System	I	⇊	⇈	I	⇈	I	I	*
Suspension	↑	⇊	⇈	⇊	⇈	⇈	I	*
Brakes	⇈	⇊	⇊	⇈	⇈	⇈	I	*
In-Car Electronics	↑	⇊	⇊	↓	⇈	⇈	↓	*

Subaru Ascent I

	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability				↓	↓	↓	↓	↑
Engine, Major				⇈	⇈	⇈	⇈	⇈
Engine, Minor				⇈	I	↑	⇈	⇈
Engine, Cooling				⇈	⇈	⇈	⇈	⇈
Transmission, Major				⇊	⇊	↑	⇈	⇈
Transmission, Minor				↑	I	↑	⇈	⇈
Drive System				I	I	⇈	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality				⇊	⇊	I	↑	⇈
Fuel System				⇈	⇈	⇈	⇈	⇈
Electrical				⇈	⇈	⇈	⇈	⇈
Climate System				↑	↑	⇊	I	I
Suspension				I	↑	↑	I	⇈
Brakes				⇊	⇊	⇊	⇊	⇈
In-Car Electronics				↓	↑	I	⇈	⇈

Subaru Crosstrek ⇈

	'16	'17	**'18**	'19	'20	'21	'22	'23
Overall Reliability	↓	I	I	↑	↑	↑	⇈	⇈
Engine, Major	I	⇈	↑	⇈	⇈	⇈	⇈	⇈
Engine, Minor	I	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	I	⇈	⇈	↑	↑	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	⇊	↓	↑	⇈	⇈	⇈	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	I	⇈	↓	↑	↑	↑	⇈	⇈
Fuel System	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate System	⇊	↓	↑	↑	⇈	⇈	⇈	⇈
Suspension	⇊	⇊	⇊	I	⇈	⇈	⇈	⇈
Brakes	↓	⇊	↓	I	I	↑	⇈	⇈
In-Car Electronics	↑	I	I	I	↑	↑	⇈	⇈

New Model Prediction ▶

Subaru Forester ⇈

	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	I	I	↑	⇈	⇈
Engine, Major	↑	⇈	⇈	I	⇈	⇈	⇈	⇈
Engine, Minor	↑	↑	⇈	⇈	↑	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Transmission, Major	I	↑	↑	⇈	↑	⇈	⇈	⇈
Transmission, Minor	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	⇊	↓	↓	⇈	⇈	⇈	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↑	⇊	I	↓	↑	⇈	⇈	⇈
Fuel System	↑	⇈	⇈	↑	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate System	⇊	⇊	⇊	↑	↑	⇈	⇈	⇈
Suspension	⇊	⇊	⇊	↑	↑	⇈	⇈	⇈
Brakes	I	↓	↓	I	↑	⇈	⇈	⇈
In-Car Electronics	I	↑	↑	I	↑	↑	I	⇈

Subaru Impreza ↑

	'16	**'17**	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	I	I	↑	↑	↓	I	↓
Engine, Major	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Minor	⇈	↑	↑	⇈	I	⇈	I	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	⇊	I	⇈	⇈	⇈	⇈	⇈	I
Transmission, Minor	I	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	↓	I	↑	⇈	⇈	I	⇈	I
Electric Motor								
EV Battery								
EV Charging								
Build Quality	I	⇊	I	⇈	I	⇊	↓	⇈
Fuel System	⇈	⇈	↑	↑	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate System	⇊	⇈	I	↑	⇈	⇊	I	I
Suspension	⇊	⇊	⇊	↑	⇈	⇊	⇈	I
Brakes	I	I	⇊	I	↑	⇊	⇈	⇈
In-Car Electronics	⇊	⇊	↓	⇈	↓	⇊	↑	↑

Subaru Legacy I

	'16	'17	'18	'19	**'20**	'21	'22	'23
Overall Reliability	I	↑	I	↑	I	↓	I	↓
Engine, Major	⇈	⇈	↑	⇈	⇈	↑	⇈	⇈
Engine, Minor	⇈	⇈	⇈	↑	⇈	⇈	↑	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	I	↑	↓	⇈	⇈	⇈	↑	⇈
Transmission, Minor	↓	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	↑	↓	⇈	⇈	⇈	⇊	⇈	I
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↓	⇊	⇊	↓	↓	↓	↑	↑
Fuel System	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	↑	⇈	⇈	⇈	⇈	⇈	↑	⇈
Climate System	↑	⇈	⇈	I	↓	⇈	↑	⇈
Suspension	I	I	↓	⇈	↑	⇈	⇈	⇊
Brakes	↑	↑	↑	⇈	↑	↑	⇈	⇈
In-Car Electronics	I	I	⇊	⇊	⇊	⇊	⇊	↑

Subaru Outback I

	'16	'17	'18	'19	**'20**	'21	'22	'23
Overall Reliability	I	I	I	↓	↓	I	I	I
Engine, Major	⇈	⇈	↑	↑	⇈	⇈	⇈	⇈
Engine, Minor	↑	↑	↑	⇈	⇈	↑	↑	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈	⇈	↑	⇈	⇈	⇈
Transmission, Minor	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	I	↓	I	↑	↑	⇈	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↓	⇊	⇊	⇊	⇊	↓	I	↑
Fuel System	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	↑	↑	↑	↑	⇈
Climate System	⇈	⇈	⇈	⇈	⇈	I	↑	⇈
Suspension	I	I	↓	↑	↑	⇈	⇈	⇈
Brakes	I	I	↑	↑	↑	⇈	⇈	⇈
In-Car Electronics	↑	↑	⇊	⇊	⇊	⇊	⇊	↓

Tesla Model 3 I

	'16	**'17**	'18	'19	'20	'21	'22	'23
Overall Reliability		*	I	↓	↓	↓	I	I
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System		*	↑	↑	↑	⇈	⇈	⇈
Electric Motor		*	⇈	⇈	⇈	⇈	⇈	⇈
EV Battery		*	⇈	⇈	⇈	⇈	⇈	⇈
EV Charging		*	I	⇈	↑	⇈	⇈	⇈
Build Quality		*	↓	⇊	⇊	⇊	⇊	I
Fuel System								
Electrical								
Climate System		*	↓	I	↑	I	I	⇈
Suspension		*	⇊	⇊	⇊	↑	⇈	⇈
Brakes		*	⇈	⇈	⇈	⇈	⇈	⇈
In-Car Electronics		*	↑	↑	↑	↑	↑	⇈

Tesla Model S ↓

'16	'17	'18	'19	'20	'21	'22	'23
↓	↓	↓	⇊	⇊	⇊	↓	*
ǀ	⇈	↓	⇊	⇊	⇈	⇈	*
↑	⇈	⇈	↓	ǀ	⇊	⇈	*
ǀ	↑	↑	⇊	⇈	⇈	⇈	*
ǀ	↑	⇈	↑	⇈	⇈	↑	*
⇊	⇊	⇊	⇊	⇊	⇊	⇊	*
↓	ǀ	⇊	ǀ	⇊	⇊	ǀ	*
⇊	⇊	↓	⇊	⇊	⇊	⇈	*
ǀ	⇈	⇈	ǀ	⇈	⇈	⇈	*
⇊	⇊	ǀ	↓	ǀ	ǀ	↑	*

Tesla Model X ↓

'16	'17	'18	'19	'20	'21	'22	'23
*	*	⇊	*	*	*	⇊	*
*	*	⇊	*	*	*	↓	*
*	*	⇊	*	*	*	⇈	*
*	*	⇊	*	*	*	ǀ	*
*	*	⇊	*	*	*	⇊	*
*	*	⇊	*	*	*	⇊	*
*	*	⇊	*	*	*	⇈	*
*	*	⇊	*	*	*	⇊	*
*	*	ǀ	*	*	*	↓	*
*	*	⇊	*	*	*	⇈	*

Tesla Model Y ǀ

'16	'17	'18	'19	**'20**	'21	'22	'23
				↓	ǀ	↓	↓
				ǀ	⇈	⇈	⇈
				⇈	⇈	↑	↑
				⇈	⇈	⇈	⇈
				⇈	⇈	↑	⇈
				⇊	↓	⇊	⇊
				⇊	↑	ǀ	⇈
				↓	↑	↑	⇈
				⇈	⇈	⇈	⇈
				ǀ	↑	⇈	⇈

Toyota 4Runner ⇈

'16	'17	'18	'19	'20	'21	'22	'23
↑	↑	↑	↑	ǀ	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
↑	⇈	↑	⇈	↑	⇈	⇈	⇈
↑	⇊	↓	ǀ	ǀ	↑	⇈	⇈
↑	↑	ǀ	↑	ǀ	⇈	↑	⇈
⇈	⇈	↑	⇈	⇈	↑	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
↑	⇈	⇈	⇈	↑	⇈	⇈	⇈
ǀ	⇈	↑	⇈	⇈	⇈	⇈	⇈
⇊	ǀ	↑	⇊	⇊	⇈	⇈	⇈
↑	↑	ǀ	↑	⇈	⇈	⇈	↑

Toyota Avalon

'16	'17	'18	**'19**	'20	'21	'22	'23
⇈	↑	↑	⇈	⇈	⇈	↑	
⇈	⇈	↑	⇈	⇈	⇈	⇈	
⇈	⇈	↑	↑	⇈	⇈	⇈	
⇈	⇈	↑	⇈	⇈	⇈	⇈	
⇈	⇈	⇈	⇈	⇈	⇈	⇈	
⇈	⇈	⇈	⇈	⇈	⇈	⇈	
⇈	⇈	⇈	⇈	⇈	⇈	⇈	
⇈	↑	⇈	↑	⇈	⇈	↓	
⇈	⇈	⇈	ǀ	⇈	⇈	⇈	
⇈	⇈	↑	⇈	⇈	⇈	⇈	
⇈	↑	⇈	⇈	⇈	⇈	ǀ	
⇈	⇈	ǀ	⇈	⇈	⇈	⇈	
↑	⇊	↑	⇈	⇈	⇈	⇈	
⇈	⇈	⇈	↑	⇈	⇈	⇈	

Toyota Camry ⇈

'16	'17	**'18**	'19	'20	'21	'22	'23
↑	↑	↑	↑	↑	⇈	⇈	↑
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
↑	↑	↑	↑	ǀ	⇈	⇈	⇈
⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
↑	⇈	⇈	⇈	⇈	↑	⇈	⇈
⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
ǀ	↑	↑	↑	↑	⇈	⇈	⇈
↓	⇈	↑	ǀ	⇈	⇈	⇈	⇈

Toyota Camry Hybrid ⇈

'16	'17	**'18**	'19	'20	'21	'22	'23
↑	⇈	↑	⇈	ǀ	⇈	↑	⇈
⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
ǀ	⇈	⇈	⇈	ǀ	⇈	⇈	⇈
⇈	↑	ǀ	⇈	⇈	⇈	↑	⇈
⇈	⇈	↑	⇈	⇈	⇈	↑	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈
⇈	⇈	↑	⇈	⇈	↑	⇈	⇈
⇈	↑	↑	⇈	⇈	⇈	⇈	⇈
ǀ	⇈	ǀ	↑	⇈	⇈	⇈	⇈

Toyota Corolla ↑

'16	'17	'18	'19	**'20**	'21	'22	'23
↑	↑	⇈	↑	↑	⇈	↑	ǀ
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	ǀ	ǀ	⇈	↓	⇈	↑	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇊
⇈	⇈	⇈	⇈	⇈	↑	↑	⇈
⇈	ǀ	↑	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	↑	⇈	⇈	ǀ	⇈
ǀ	↓	⇈	ǀ	⇈	↑	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈

Toyota Corolla Hybrid ↑

'16	'17	'18	'19	**'20**	'21	'22	'23
				↑	↑	↑	↑
				⇈	⇈	⇈	⇈
				⇈	⇈	⇈	⇈
				⇈	⇈	⇈	⇈
				⇈	⇈	⇈	⇈
				⇈	⇈	⇈	⇈
				⇈	⇈	⇈	↑
				⇈	⇈	⇈	⇈
				↑	⇈	⇈	⇈
				⇈	⇈	ǀ	⇈
				⇈	⇈	ǀ	⇈
				⇈	↑	⇈	⇈
				⇈	⇈	⇈	⇈
				⇈	⇈	⇈	⇈
				⇈	⇊	⇈	⇈
				↑	⇈	⇈	↓

Toyota Highlander ↑

'16	'17	'18	'19	**'20**	'21	'22	'23
↑	↑	↑	↑	↑	↑	↑	ǀ
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
↑	↑	↑	↑	↑	↑	↑	⇈
⇈	↑	ǀ	ǀ	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	ǀ	⇈	⇈	↑
⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
↓	ǀ	↑	ǀ	ǀ	⇈	↑	↑
⇈	↑	↑	↑	⇈	⇈	⇈	ǀ

Toyota Highlander Hybrid ↑

'16	'17	'18	'19	**'20**	'21	'22	'23
ǀ	ǀ	↑	↑	↑	↑	⇈	↑
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇊	ǀ	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
↑	↑	↓	⇈	⇈	⇈	⇈	⇈
↑	ǀ	↑	↑	⇈	ǀ	⇈	↑
⇈	↓	⇈	↓	↑	ǀ	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
↑	⇈	⇈	↓	⇈	⇈	⇈	⇈
ǀ	ǀ	⇈	↑	⇈	⇈	⇈	⇈
↓	⇈	ǀ	↑	⇈	↑	⇈	↑

Toyota Prius ⇈

'16	'17	'18	'19	'20	'21	'22	**'23**
↑	↑	⇈	ǀ	↑	↑	↑	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	↑	⇈	⇈	⇈	⇈	↑	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
↑	↑	↑	↑	⇈	↑	↑	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈
⇈	↑	⇈	↑	⇈	⇈	⇈	⇈
↑	↑	⇈	⇊	↓	↑	⇈	⇈
⇈	⇈	⇈	⇈	↑	⇈	↑	⇈

Toyota Prius Prime ↑

'16	**'17**	'18	'19	'20	'21	'22	**'23**
	↑	↑	⇈	↑	⇈	⇈	*
	⇈	⇈	⇈	⇈	⇈	⇈	*
	⇈	⇈	⇈	⇈	⇈	⇈	*
	⇈	⇈	⇈	⇈	⇈	⇈	*
	⇈	⇈	⇈	⇈	⇈	⇈	*
	⇈	⇈	⇈	⇈	⇈	⇈	*
	↑	⇈	⇈	⇈	⇈	⇈	*
	⇈	⇈	⇈	↑	⇈	⇈	*
	⇈	↑	⇈	⇈	⇈	⇈	*
	⇈	⇈	⇈	⇈	⇈	⇈	*
	ǀ	ǀ	⇈	⇈	⇈	↑	*
	⇈	⇈	⇈	⇈	⇈	⇈	*
	⇈	⇈	⇈	⇈	⇈	⇈	*
	↑	ǀ	⇈	⇈	⇈	⇈	*
	⇈	⇈	⇈	⇈	⇈	⇈	*
	⇈	ǀ	⇈	⇈	⇈	⇈	*
	ǀ	ǀ	ǀ	⇈	⇈	⇈	*

Toyota RAV4 ↑

'16	'17	'18	**'19**	'20	'21	'22	'23
↑	↑	↑	ǀ	↑	↑	↑	↑
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	↑	⇈	↑	⇈	⇈	⇈	⇈
↑	ǀ	↑	↓	↓	↑	↑	⇈
⇈	⇈	⇈	ǀ	⇈	↑	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
↑	↑	↑	⇈	⇈	↑	⇈	↑
ǀ	↑	↓	ǀ	⇈	⇈	⇈	⇈
⇈	⇈	⇈	↑	⇈	⇈	⇈	ǀ

Toyota RAV4 Hybrid ↑

'16	'17	'18	**'19**	'20	'21	'22	'23
↑	⇈	⇈	↑	ǀ	↑	⇈	ǀ
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	↑	↑	⇈	⇈	⇈
↑	↑	↑	ǀ	↑	ǀ	↑	↑
⇈	⇈	⇈	⇊	ǀ	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
↑	↑	⇈	⇈	⇈	ǀ	⇈	⇈
⇈	⇈	↑	ǀ	↑	⇈	⇈	↓

Toyota RAV4 Prime ⇈

'16	'17	'18	'19	'20	**'21**	'22	'23
					↑	⇈	⇈
					⇈	⇈	⇈
					⇈	⇈	⇈
					⇈	⇈	⇈
					⇈	⇈	⇈
					⇈	⇈	⇈
					⇈	⇈	⇈
					⇈	⇈	⇈
					⇈	⇈	⇈
					⇈	⇈	⇈
					⇈	⇈	⇈
					⇈	⇈	⇈
					⇈	⇈	⇈
					⇈	⇈	⇈
					⇈	↑	⇈
					⇈	⇈	⇈
					⇈	⇈	⇊

Toyota Sienna ǀ

'16	'17	'18	'19	'20	**'21**	'22	'23
↑	ǀ	↑	ǀ	↑	ǀ	↑	↓
⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
					⇈	⇈	⇈
					↓	⇈	⇈
↑	⇊	⇊	⇊	↓	↓	↑	⇊
⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
↑	↑	↑	ǀ	⇈	↑	⇈	⇈
ǀ	⇈	⇈	⇈	ǀ	↑	⇈	⇈
↑	ǀ	ǀ	ǀ	↑	⇈	⇈	↓
⇈	⇈	↑	↑	↑	⇈	↑	⇈

Toyota Tacoma ǀ

'16	'17	'18	'19	'20	'21	'22	'23
↑	↑	ǀ	ǀ	↑	⇈	↑	ǀ
⇈	↑	ǀ	↑	⇈	⇈	⇈	⇈
⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
↑	⇈	⇈	↑	⇈	⇈	↑	⇈
ǀ	↑	↑	↑	⇈	⇈	⇈	↑
↑	↑	↓	↑	ǀ	⇈	↑	ǀ
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
ǀ	↑	ǀ	↑	⇈	⇈	⇈	⇈
↑	ǀ	⇈	↑	⇈	⇈	⇈	⇈
↑	↑	↑	↓	⇈	↑	↑	⇈
⇈	⇈	↑	↑	⇈	⇈	⇈	⇈

⇊ ↓ ǀ ↑ ⇈

WORSE ⟝⟞ BETTER

New Model Prediction ▶	Toyota Tundra ↓							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↑	↑	↑	↑	↑	↑	↓	↓
Engine, Major	↑	↑	⇈	⇈	⇈	⇈	↑	↑
Engine, Minor	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine, Cooling	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈
Transmission, Minor	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈
Drive System	↑	⇈	⇈	⇈	⇈	⇈	↑	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇈	!	↑	!	!	↑	⇊	↓
Fuel System	!	⇈	⇈	↑	↑	↑	⇈	⇈
Electrical	↑	⇈	⇈	⇈	⇈	!	⇈	⇈
Climate System	⇈	⇈	!	⇈	↑	↑	↑	⇈
Suspension	↑	⇈	⇈	⇈	⇈	⇈	↑	⇈
Brakes	↓	⇊	↑	!	↑	↑	⇊	⇈
In-Car Electronics	!	⇈	↑	⇈	↑	⇈	!	⇊

New Model Prediction ▶	Toyota Venza ↑							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability						↑	↑	⇈
Engine, Major						⇈	⇈	⇈
Engine, Minor						⇈	⇈	⇈
Engine, Cooling						⇈	⇈	⇈
Transmission, Major						⇈	⇈	⇈
Transmission, Minor						⇈	⇈	⇈
Drive System						⇈	⇈	⇈
Electric Motor						⇈	⇈	⇈
EV Battery						↑	↑	⇈
EV Charging								
Build Quality						↑	↑	⇈
Fuel System						⇈	⇈	⇈
Electrical						⇈	⇈	⇈
Climate System						⇈	⇈	⇈
Suspension						⇈	↑	⇈
Brakes						↑	⇈	⇈
In-Car Electronics						↑	⇈	↑

New Model Prediction ▶	Volkswagen Atlas ↓							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability			↓	!	*	⇊	!	*
Engine, Major			↓	⇈	*	⇈	⇈	*
Engine, Minor			↓	⇈	*	⇊	⇈	*
Engine, Cooling			↓	!	*	⇈	⇈	*
Transmission, Major			⇈	⇈	*	⇈	⇈	*
Transmission, Minor			↑	⇈	*	⇈	⇈	*
Drive System			↓	⇈	*	!	↓	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality			⇊	↑	*	⇊	⇈	*
Fuel System			⇈	⇈	*	⇈	⇈	*
Electrical			!	⇈	*	⇈	⇈	*
Climate System			⇊	!	*	!	⇈	*
Suspension			⇈	↓	*	⇈	↓	*
Brakes			⇈	⇊	*	⇊	↓	*
In-Car Electronics			⇊	⇈	*	⇊	⇊	*

New Model Prediction ▶	Volkswagen Golf, Golf R ↓							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	!	*	*	*	*
Engine, Major	↓	⇊	⇊	⇈	*	*	*	*
Engine, Minor	⇊	!	⇈	⇈	*	*	*	*
Engine, Cooling	⇊	⇈	⇈	⇈	*	*	*	*
Transmission, Major	⇈	⇈	⇊	!	*	*	*	*
Transmission, Minor	⇊	⇈	⇈	⇈	*	*	*	*
Drive System	⇈	!	⇈	!	*	*	*	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇊	⇊	↓	↑	*	*	*	*
Fuel System	⇊	⇊	⇈	⇈	*	*	*	*
Electrical	!	⇈	⇈	!	*	*	*	*
Climate System	⇊	⇊	⇊	⇈	*	*	*	*
Suspension	!	!	⇈	!	*	*	*	*
Brakes	⇊	↓	⇊	⇈	*	*	*	*
In-Car Electronics	!	⇈	⇈	⇈	*	*	*	*

New Model Prediction ▶	Volkswagen Golf SportWagen							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	!	*	*	*	
Engine, Major	↓	⇊	⇊	⇈	*	*	*	
Engine, Minor	⇊	!	⇈	⇈	*	*	*	
Engine, Cooling	⇊	⇈	⇈	⇈	*	*	*	
Transmission, Major	⇈	⇈	⇊	!	*	*	*	
Transmission, Minor	⇊	⇈	⇈	⇈	*	*	*	
Drive System	⇈	!	⇈	!	*	*	*	
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇊	⇊	↓	↑	*	*	*	
Fuel System	⇊	⇊	⇈	⇈	*	*	*	
Electrical	!	⇈	⇈	!	*	*	*	
Climate System	⇊	⇊	⇊	⇈	*	*	*	
Suspension	!	!	⇈	!	*	*	*	
Brakes	⇊	↓	⇊	⇈	*	*	*	
In-Car Electronics	!	⇈	⇈	⇈	*	*	*	

New Model Prediction ▶	Volkswagen Golf GTI ↓							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	!	*	*	*	*
Engine, Major	↓	⇊	⇈	!	*	*	*	*
Engine, Minor	⇊	⇈	⇊	!	*	*	*	*
Engine, Cooling	↓	↑	↓	⇈	*	*	*	*
Transmission, Major	⇈	⇊	⇊	⇈	*	*	*	*
Transmission, Minor	⇈	⇈	⇈	↓	*	*	*	*
Drive System	!	↓	⇈	⇈	*	*	*	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↓	!	↑	!	*	*	*	*
Fuel System	!	↓	⇊	⇈	*	*	*	*
Electrical	!	↓	⇈	⇈	*	*	*	*
Climate System	!	↑	⇈	⇈	*	*	*	*
Suspension	↑	↑	⇈	⇊	*	*	*	*
Brakes	⇈	↑	↑	⇈	*	*	*	*
In-Car Electronics	⇈	↓	⇈	⇈	*	*	*	*

New Model Prediction ▶	Volkswagen ID.4 ↓							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability						⇊	↑	⇊
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System						↓	⇈	⇈
Electric Motor						!	↑	↓
EV Battery						!	⇈	↓
EV Charging						⇊	⇈	↓
Build Quality						!	⇈	!
Fuel System								
Electrical								
Climate System						↑	⇈	↑
Suspension						⇈	⇈	⇈
Brakes						!	⇈	⇈
In-Car Electronics						⇊	!	⇊

New Model Prediction ▶	Volkswagen Jetta ↓							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	!	*	!	↑	⇊	*	*
Engine, Major	↓	⇈	*	↑	⇈	⇈	*	*
Engine, Minor	↓	⇈	*	!	⇈	⇈	*	*
Engine, Cooling	⇈	⇈	*	⇈	⇈	⇈	*	*
Transmission, Major	⇊	↑	*	↑	⇈	⇊	*	*
Transmission, Minor	⇈	⇈	*	↑	⇈	⇈	*	*
Drive System	⇊	⇈	*	⇈	⇈	⇈	*	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↑	⇊	*	!	!	⇊	*	*
Fuel System	⇊	⇈	*	⇊	⇊	⇈	*	*
Electrical	⇈	⇈	*	↑	⇈	⇊	*	*
Climate System	↓	↑	*	↓	⇊	⇊	*	*
Suspension	⇊	!	*	!	⇈	⇈	*	*
Brakes	↓	!	*	↑	⇈	⇊	*	*
In-Car Electronics	⇊	⇊	*	↑	↑	⇊	*	*

New Model Prediction ▶	Volkswagen Passat							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	!	!	!	*	*	*	*	
Engine, Major	↓	!	⇈	*	*	*	*	
Engine, Minor	⇊	⇈	⇈	*	*	*	*	
Engine, Cooling	⇈	⇈	⇈	*	*	*	*	
Transmission, Major	⇈	⇈	⇈	*	*	*	*	
Transmission, Minor	!	⇈	⇈	*	*	*	*	
Drive System	↑	↑	⇈	*	*	*	*	
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇈	!	⇊	*	*	*	*	
Fuel System	⇈	↑	⇊	*	*	*	*	
Electrical	⇈	↑	⇈	*	*	*	*	
Climate System	⇊	↑	⇈	*	*	*	*	
Suspension	↑	↑	⇈	*	*	*	*	
Brakes	⇈	⇊	↑	*	*	*	*	
In-Car Electronics	↓	⇊	⇊	*	*	*	*	

New Model Prediction ▶	Volkswagen Tiguan ↓							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	⇊	!	↑	↓	↓	↓
Engine, Major	⇊	⇊	⇊	↑	⇈	↓	⇈	⇈
Engine, Minor	⇈	⇊	↓	⇈	⇈	⇈	!	⇈
Engine, Cooling	⇈	⇈	↓	⇈	⇈	⇈	⇈	⇈
Transmission, Major	⇈	⇊	⇈	⇈	⇈	⇈	↑	⇈
Transmission, Minor	⇈	⇈	!	↑	⇈	⇈	!	⇈
Drive System	⇈	↓	⇊	⇈	⇈	⇈	↑	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	!	⇊	⇊	↓	⇈	↑	↑	↑
Fuel System	⇊	⇊	⇊	!	⇈	⇈	↑	⇈
Electrical	⇊	⇈	⇊	⇈	⇈	⇈	⇈	⇈
Climate System	⇈	⇈	⇈	!	⇈	⇈	⇈	⇊
Suspension	↓	⇈	⇊	↑	↑	⇊	⇈	⇈
Brakes	⇊	⇈	!	⇊	⇊	↓	⇈	⇈
In-Car Electronics	⇊	⇊	↓	!	↑	↑	⇊	!

New Model Prediction ▶	Volvo S60 !							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↑	↓	↓	⇊	↑	*	*
Engine, Major	⇊	!	↓	⇈	⇈	⇈	*	*
Engine, Minor	!	⇈	⇈	⇈	⇊	⇈	*	*
Engine, Cooling	⇈	⇈	⇈	⇈	↓	⇈	*	*
Transmission, Major	⇈	⇈	↓	⇈	⇈	⇈	*	*
Transmission, Minor	⇈	⇈	⇈	⇈	⇈	⇈	*	*
Drive System	!	⇈	⇈	⇈	↓	⇈	*	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↑	⇈	⇊	⇈	↓	!	*	*
Fuel System	!	↑	⇈	⇈	⇈	⇈	*	*
Electrical	⇊	!	↓	⇈	↓	⇈	*	*
Climate System	!	⇈	⇊	⇊	⇊	⇈	*	*
Suspension	!	⇈	⇈	⇈	⇈	⇈	*	*
Brakes	⇈	⇊	↑	⇊	⇊	!	*	*
In-Car Electronics	↑	!	↑	!	⇊	⇈	*	*

New Model Prediction ▶	Volvo XC40 !							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability				↑	⇈	↑	↓	!
Engine, Major				⇈	⇈	⇈	!	⇈
Engine, Minor				⇈	⇈	⇈	⇈	⇈
Engine, Cooling				⇈	⇈	⇈	⇈	⇈
Transmission, Major				⇈	⇈	⇈	⇈	⇈
Transmission, Minor				⇈	⇈	⇈	⇈	⇈
Drive System				⇈	⇈	⇈	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality				⇈	!	⇈	↑	↑
Fuel System				⇈	⇈	⇈	⇈	⇈
Electrical				⇈	⇈	⇈	⇈	!
Climate System				⇈	⇈	↑	⇈	⇈
Suspension				⇈	⇈	⇈	⇈	⇈
Brakes				⇊	⇈	⇈	⇈	!
In-Car Electronics				↓	!	↓	!	⇊

New Model Prediction ▶	Volvo XC60 ↓							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	!	⇈	↓	!	↓	↓	↓	↓
Engine, Major	↓	⇈	↑	⇈	⇈	⇈	!	⇈
Engine, Minor	⇊	!	⇈	⇈	⇈	⇈	!	⇈
Engine, Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Transmission, Minor	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	↑	⇈	⇈	⇈	!	⇈	⇈	⇈
Electric Motor								
EV Battery								
EV Charging								
Build Quality	↑	↑	⇊	⇈	⇊	↓	⇊	↓
Fuel System	⇊	!	↑	⇊	!	⇈	⇈	⇈
Electrical	!	⇈	↑	⇈	⇈	⇈	!	⇈
Climate System	⇊	⇈	⇊	⇊	⇊	⇈	!	⇊
Suspension	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Brakes	↑	⇈	⇊	⇊	⇊	⇊	⇈	⇈
In-Car Electronics	↓	↓	⇊	⇈	↓	!	⇊	⇊

New Model Prediction ▶	Volvo XC60 Plug-in Hybrid ↓							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability			*	*	*	*	⇊	⇊
Engine, Major			*	*	*	*	⇈	⇈
Engine, Minor			*	*	*	*	⇈	⇈
Engine, Cooling			*	*	*	*	⇈	⇈
Transmission, Major			*	*	*	*	⇈	⇈
Transmission, Minor			*	*	*	*	⇈	⇈
Drive System			*	*	*	*	⇈	⇈
Electric Motor			*	*	*	*	⇈	⇈
EV Battery			*	*	*	*	⇊	⇊
EV Charging			*	*	*	*	⇊	⇈
Build Quality			*	*	*	*	⇊	⇊
Fuel System			*	*	*	*	⇈	⇈
Electrical			*	*	*	*	⇈	!
Climate System			*	*	*	*	⇊	⇊
Suspension			*	*	*	*	⇈	⇈
Brakes			*	*	*	*	⇈	⇈
In-Car Electronics			*	*	*	*	⇊	⇊

New Model Prediction ▶	Volvo XC90 ↓							
	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	⇊	↓	↓	⇊	↓	*	*	*
Engine, Major	⇊	↓	⇈	!	⇈	*	*	*
Engine, Minor	⇊	⇈	↑	⇈	⇈	*	*	*
Engine, Cooling	⇈	⇈	⇈	!	⇈	*	*	*
Transmission, Major	⇈	⇈	⇈	⇈	⇈	*	*	*
Transmission, Minor	⇈	↓	⇈	⇈	⇈	*	*	*
Drive System	⇈	⇊	↑	!	⇈	*	*	*
Electric Motor								
EV Battery								
EV Charging								
Build Quality	⇊	⇊	⇊	⇊	!	*	*	*
Fuel System	⇊	⇊	!	⇈	⇈	*	*	*
Electrical	⇊	⇈	↑	⇈	⇈	*	*	*
Climate System	↓	⇊	⇊	⇊	⇊	*	*	*
Suspension	↑	⇊	↑	⇊	⇊	*	*	*
Brakes	⇊	⇊	⇊	⇊	⇊	*	*	*
In-Car Electronics	⇊	⇊	!	↓	!	*	*	*

⇊ ↓ ! ↑ ⇈

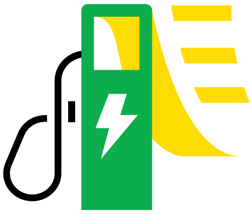
WORSE ⊢—⊣ BETTER

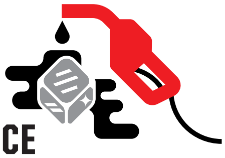
WHAT THE HECK IS A MILD HYBRID?

SOME NEW CAR LINGO TO KNOW

Scratching your head over the acronyms and techy auto terms in this issue? Here's your crib sheet.

BY BENJAMIN PRESTON





ICE

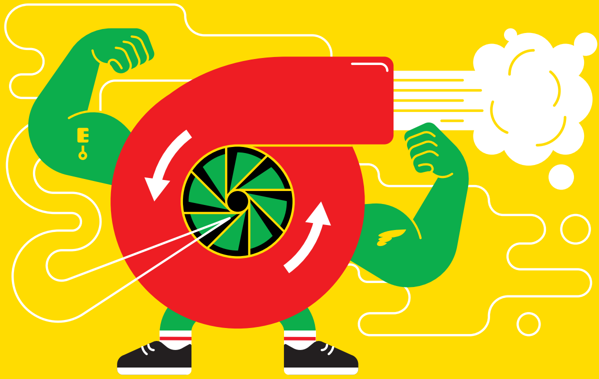
Pronounce it the way you do the word that means frozen water. It stands for "internal combustion engine," and basically it means your car uses gas or diesel fuel.

MILD HYBRID

These autos offer some electric assist to run an ICE's electrical accessories, but they don't compare with regular hybrids in terms of fuel efficiency. (Audi, BMW, Mercedes-Benz, and Volvo make these, and no, they won't save you much on fuel.)

PHEV

If you don't know what a plug-in hybrid electric vehicle (PHEV) is, you drove right past the big feature on them in this issue (page 18) on your way here. (Maybe you always read the last page first?) These can be charged with a regular electrical outlet, and some take you nearly 50 miles on that charge alone. After that, it switches to your gas tank, so no stuck-on-the-roadside charging worries.

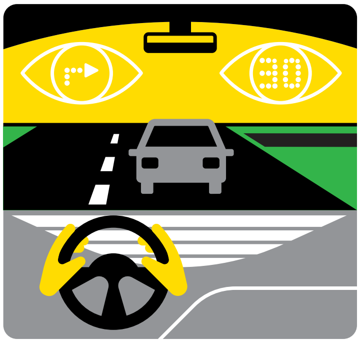


TURBOCHARGER Makes a small, energy-efficient engine more powerful (and fun) by force-feeding air into the engine's cylinders (picture Popeye eating spinach with a leaf blower).

ACN

automatic crash notification

Don't have your phone in hand when you're in a crash? (Not surprising.) This vital safety system automatically alerts first responders and tells them where you are.



HEAD-UP DISPLAY

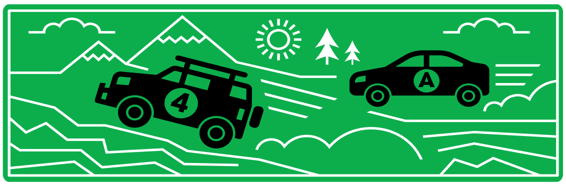
Cool feature that projects speed and even navigation onto the windshield in front of the driver so that they do not need to look away from the road.

DC FAST CHARGING

This isn't only for those driving around the nation's capital. It's just the quickest way to juice up your EV—about an hour vs. 9-plus hours using a typical home charger.

AUTO STOP/START

This fuel-saving feature shuts off the engine when the vehicle stops and restarts it when the brake pedal is released. (The switch that turns this system off may be more popular than the feature itself.)



ALL-WHEEL DRIVE vs. FOUR-WHEEL DRIVE

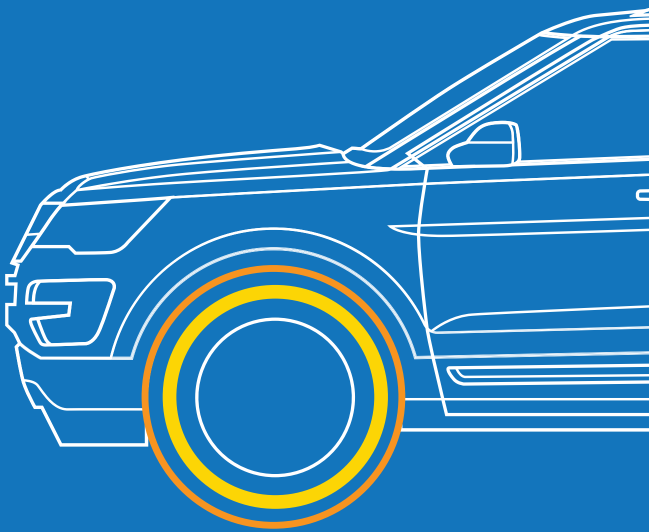
Nope, not the same thing. Both give you traction on all four wheels, but 4WD is more slip-resistant, making it better if you're driving in muddy places. If you're mostly driving on pavement, AWD is a better choice.

ILLUSTRATIONS BY SODAVEKT

MEMBER BENEFIT

Car Recall Tracker™

Before you hit the road, get recall alerts and stay safe with this valuable tool. Just enter your car's make and model and we'll list any recalls, plus information on what to do next.



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